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September 19, 1960

RAILWAY AGE *weekly*

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RAILWAY AGE *weekly* September 19, 1960 • Vol. 149, No. 12

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• Washington 4, National Press Bldg.
Washington Editor....Walter J. Taft

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Settlement ends PRR strike ..... p. 9

Pennsylvania Railroad operations gradually returned to normal last week after settlement of the 11-day strike of TWU and Systems Federation workers. Both sides claimed victory as settlement terms were announced.

NYC simplifies panel removal p.59

The New York Central has improved the method whereby it takes up track in panels. When taking up a single-track line, nine men and three machines can lift and load 60 panels a day. Key units in the new system are racks which receive the panels as they're taken up.

Shoemaker sees opportunities p.68

The positive outlook for railroading was emphasized in the three-day program of the Coordinated Mechanical Associations and the Allied Railway Supply Association last week.

The Action Page: Key to future—plant renewal p.74

An industry in private ownership must maintain a normal rate of plant renewal and modernization. Failure to do so exposes it to excessive inroads by competition and a loss of friendly public opinion.

Short and Significant

Passenger car lease plan told . . .

Directors of Transcar Corp., a recently formed passenger-car leasing firm, expect to begin full-scale operations by mid-1961. Richard A. Rice of Chicago, a Transcar director, said recently that, within the first year of operations, the

Planning For 1961

Carloadings should rise p.13
RRs 'must' re-dieselize p.17
Rules fight will go on p.18
Can strikes be curbed? p.19
More machines for M/W p.28
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Yellow board for TOFC? p.46
P&S men plan greater use of EDP p.54

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Week at a Glance CONT

Current Statistics

Operating revenues	
7 mos., 1960	$5,647,350,460
7 mos. 1959	5,846,964,866
Operating expenses	
7 mos., 1960	4,468,305,006
7 mos., 1959	4,562,545,451
Taxes	
7 mos., 1960	616,918,640
7 mos., 1959	632,589,611
Net railway operating income	
7 mos., 1960	354,373,380
7 mos., 1959	462,418,217
Net income estimated	
7 mos., 1960	248,000,000
7 mos., 1959	339,000,000
Carloadings revenue freight	
35 wks., 1960	20,949,618
35 wks., 1959	21,203,028
Freight cars on order	
Aug. 1, 1960	26,658
Aug. 1, 1959	40,309
Freight cars delivered	
7 mos., 1960	35,295
7 mos., 1959	22,545

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firm expects to have between $25 and $50 million worth of passenger-train equipment under lease to passenger-carrying railroads. Although he declined to discuss details of the plan, Mr. Rice explained that Transcar's passenger equipment pool will be made up of new and rehabilitated cars as well as locomotives. He claimed that pooling of financial resources, as well as equipment, are the key advantages to the Transcar plan.

60-ft truck trailers . . .

went into service last week on the Pennsylvania, Ohio and Indiana Turnpikes on a through run between Philadelphia and Chicago. The first load weighed 50,000 lb, but the equipment has a capacity up to 60,000 lb, the manufacturer said. The 60-ft van was designed and built by Strick Trailer Co. for Chicago Express, Inc., specifically for the trucking company's Tri-Pike service. On the turnpikes, the "Strick Cruiser," as the new unit is called, is a 3,650-cu ft single trailer. Off the turnpikes, it is convertible into two truck trailers, one 40 ft, the other 20 ft in length.

Secretary of Labor Mitchell . . .

is still "very hopeful" that a study commission can be set up to study the work rules dispute. After meeting in Chicago last week with six-man subcommittees representing the ops and the carriers to "discuss areas of composition of the proposed commission," Mr. Mitchell announced that the parties had agreed "to continue the discussions in Washington on September 30." Bargaining on the rule change demands will depend on the outcome of these talks.

The New York Central's 'Big Four' yard . . .

was dedicated Sept. 15. Located at Avon, seven miles west of Indianapolis, the new electronic yard is the fourth of its type on the NYC. Built at a cost of $11 million, it covers 490 acres, has one hump track and 55 classification tracks, a total capacity of 4,480 cars, and classification speed of 3,000 cars per day.

Erie-Lackawanna merger approved . . .

As this issue went to press, the ICC announced its decision approving the proposed merger of the Delaware, Lackawanna & Western into the Erie, thus clearing the way for the biggest twentieth-century consolidation of independent railroads. The merger will create a 3,200-mile system to be known as Erie-Lackawanna. Generally, the Commission's favorable decision follows Examiner H.J. Blond's proposed report in the case (RA, April 4, p. 9).

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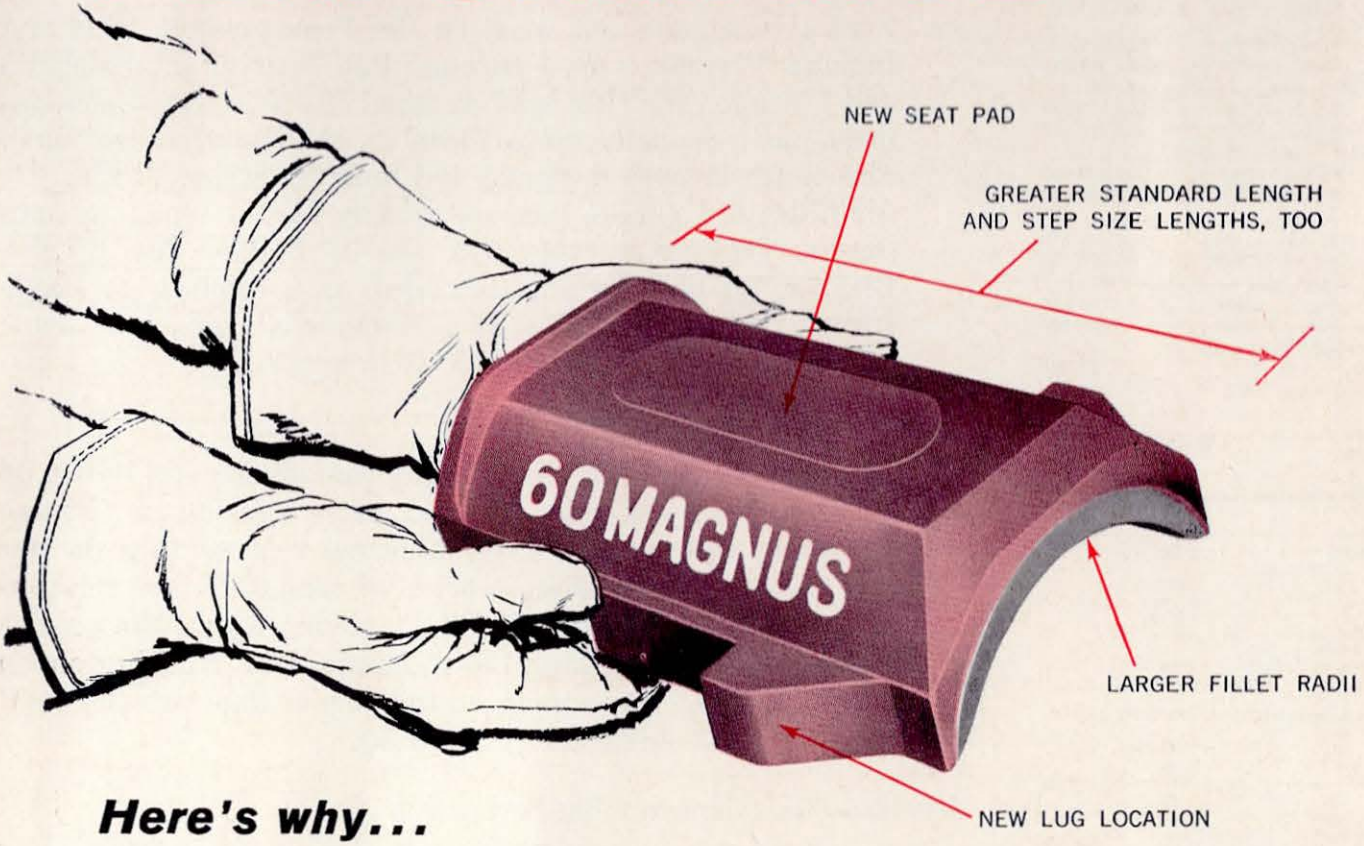

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Settlement Ends PRR Strike

► **The Story at a Glance: Service on the nation's largest railroad was gradually restored last week following Monday's agreement between the PRR and 20,000 striking employees. Details of the settlement were called "entirely satisfactory from our standpoint" by PRR Chairman James M. Symes. At the same time, TWU President Michael J. Quill claimed victory for the strikers, calling the strike settlement "a turning point in labor-management relations on American railroads."**

As the Pennsylvania Railroad settled down to the task of restoring service to normal last week, there were conflicting claims from the opponents in the strike as to who had won what.

President Quill of the Transport Workers was the first to claim victory in the 11-day strike. Reporting terms of the agreement in broad language, he announced that the union had won its first severance pay from a raliroad.

The railroad, stating that the terms of the strike settlement were complicated and technical, held off release of details until railroad legal officers had a chance to put them in layman's language.

In initial comments on the strike, PRR Chairman James M. Symes noted:

"This strike should never have happened.

"As to Mr. Quill's claims for victory, what else could you expect? You couldn't very well expect him to admit to his members, whom he had kept out of work for almost two weeks, that he finally made an agreement that he could have had without a strike.

"We are glad that the strike is over. We are particularly glad that, despite Mr. Quill's sweeping demands, we were able to make an agreement that retains our right to manage the railroad and which will not impair the efficiency of our operations. Certain of the demands, as originally submitted, would have required unneeded jobs and would so have interfered with the efficiency of our operations as to amount to control of them. None of these features found their way into the settlement. It is entirely satisfactory from our standpoint."

Mr. Symes added that the strike had cost the railroad "something like $40 million in revenue," had cost 70,000 PRR employees around $14 million in wages, had inconvenienced 138,000 daily rail passengers, and had stranded nearly 50,000 loaded freight cars short of final delivery for nearly two weeks. It had also, Mr. Symes said, "given those who would destroy our form of government another opportunity to claim that democracy cannot protect the public interest."

Settlement terms, as the railroad described them, disposed of the four issues out of 27 in the dispute that had not been settled to the satisfaction of both sides prior to the strike (RA, Sept. 12, p. 23).

On contracting out work, the railroad said: "This was the issue most publicized by the Transport Workers Union as designed to provide job security. The original proposal was to prohibit contracting out work of any kind. It would have prevented the railroad from purchasing freight cars and locomotives and other equipment from manufacturers. It would have prohibited the company from selling a facility for which it no longer had any use unless the purchaser agreed in advance that future maintenance work would be performed by Pennsylvania Railroad shop employees.

"The final settlement recognized the right of the railroad to contract work to outsiders. However, the railroad did agree that it would not contract out the work of rebuilding or upgrading locomotive units or equipment parts where existing facilities were adequate and there was a sufficient number of qualified employees available to do the work, except that the railroad could contract out such work where it could be done by outsiders at lower cost than the railroad could do it itself. In order to determine what would be considered 'lower cost' and thus to avoid disputes, the agreement provided a formula which varies depending upon the size of the contract. Under that, for example, a contract involving a million dollars could be given to an outside

(*Continued on page 71*)

Roadmasters' and B&B Highlights:

September 19—

- Address by B. F. Biaggini, v.p., Southern Pacific
- Address on How to Be Happy Though Safe by G. M. Leilich, v.p.-operations, Western Maryland
- Address by Roadmasters' President S. E. Tracy (CB&Q)
- Address by B&B President B. M. Stephens (T&NO)

September 20—

- Address by H. C. Murphy, president, Chicago, Burlington & Quincy
- Address on Public Relations—Responsibility and Opportunity by J. Handly Wright, v.p., public relations, AAR
- Informal remarks on What I Saw in Russia by Frank R. Woolford, chief engineer, Western Pacific
- Illustrated address on New and Improved Paint Systems for Steel Structures by John D. Keane, director of research, Steel Structures Painting Council
- Joint annual banquet, sponsored by Association of Track & Structure Suppliers

September 21—

- Illustrated address on B&B Mechanization on the PRR by J. W. N. Mays, assistant engineer, structures, PRR

'Three-Way Merger Out'—Tuohy

► **The Story at a Glance: "A three-way merger of the Chesapeake & Ohio, the Baltimore & Ohio and the New York Central is definitely out," C&O President Walter J. Tuohy told some 500 applauding stockholders at a special meeting in Cleveland Sept. 14. But the C&O "is prepared to begin immediately detailed studies" of a two-way merger between itself and the B&O.**

Developments in the stormy romance between the Chesapeake & Ohio, the Baltimore & Ohio—and, just possibly, the New York Central—came thick and fast last week.

In more or less chronological order, they included:

• Announcement by the C&O that it has received assent from holders of some 900,000 shares of B&O common and preferred stock to its proposal to acquire control of the latter company. This figure represents about 29% of all outstanding B&O shares, and includes 152,661 of the controversial Swiss-owned shares which have been actively solicited by both C&O and Central. In response to its rival offer, the NYC has reportedly received commitments from "a little less than 20%" of B&O common.

• A decision by C&O directors to extend from Sept. 12 to Nov. 30 the period within which B&O stockholders can commit their stock to it. The Central's counter-offer expires Sept. 26.

• An expression of "disappointment" from B&O President Howard Simpson at the extension, on the grounds that "it only continues the period of indecision" and "that the C&O is not interested in merger but only desires to control" the B&O.

• A letter from Mr. Tuohy to Mr. Simpson—reportedly not received by the latter at the time of his own statement—stating that the C&O "is prepared to begin immediately detailed studies for merger" with the B&O. These studies, Mr. Tuohy's letter said, would cover financial problems involved in a complete merger, operating savings and legal drafts of appropriate agreements.

• The special C&O stockholders meeting, which ratified the original exchange offer by a vote of 6,603,675 shares to 63,317, and applauded Mr. Tuohy's flat rejection "now or for the foreseeable future" of a three-way merger including also the New York Central.

Watching Washington *with Walter Taft*

• **RAILROADS HAVE LOST** more than one-quarter of their "potential" freight tonnage since 1947. That's shown by the latest study of "Fluctuations in Railroad Freight Traffic Compared with Production" which has been issued by the ICC's Bureau of Transport Economics and Statistics. The study shows that rail tonnage at the end of the 1947-1957 decade was only 74.3% of the "potential."

POTENTIAL TONNAGE is what the railroads would have if they maintained their relative 1947 position as carriers of freight originating from production in this country. The ICC bureau set the actual railroad tonnage against this, and the difference indicated the railroad "loss." Potential tonnage amounted to 1.87 billion tons in 1957, when railroad freight traffic amounted to only 1.39 billion tons. The latter was 28.5% of total tons produced compared with 1947's 42.5%.

POOREST SHOWINGS were in Less-Than-Carload and Animals-and-Products groups, where 1957 tonnages amounted, in turn, to only 37.5% and 45.6% of the potential. Best showings were in Products-of-Mines and Products-of-Agriculture groups where 1957 business represented 78.5% and 75.2% of the respective potentials. These latter percentages, however, both compared with 83.7% only two years earlier—in 1955.

• **ANOTHER STUDY,** this one by the Commission's Bureau of Accounts, shows that increases averaging 26.4% would be required if the railroads undertook to put rates on commodities in the Products-of-Mines group on a fully-distributed-cost basis. On the same basis, rates in the Manufactures-and-Miscellaneous group would be cut 22.1%.

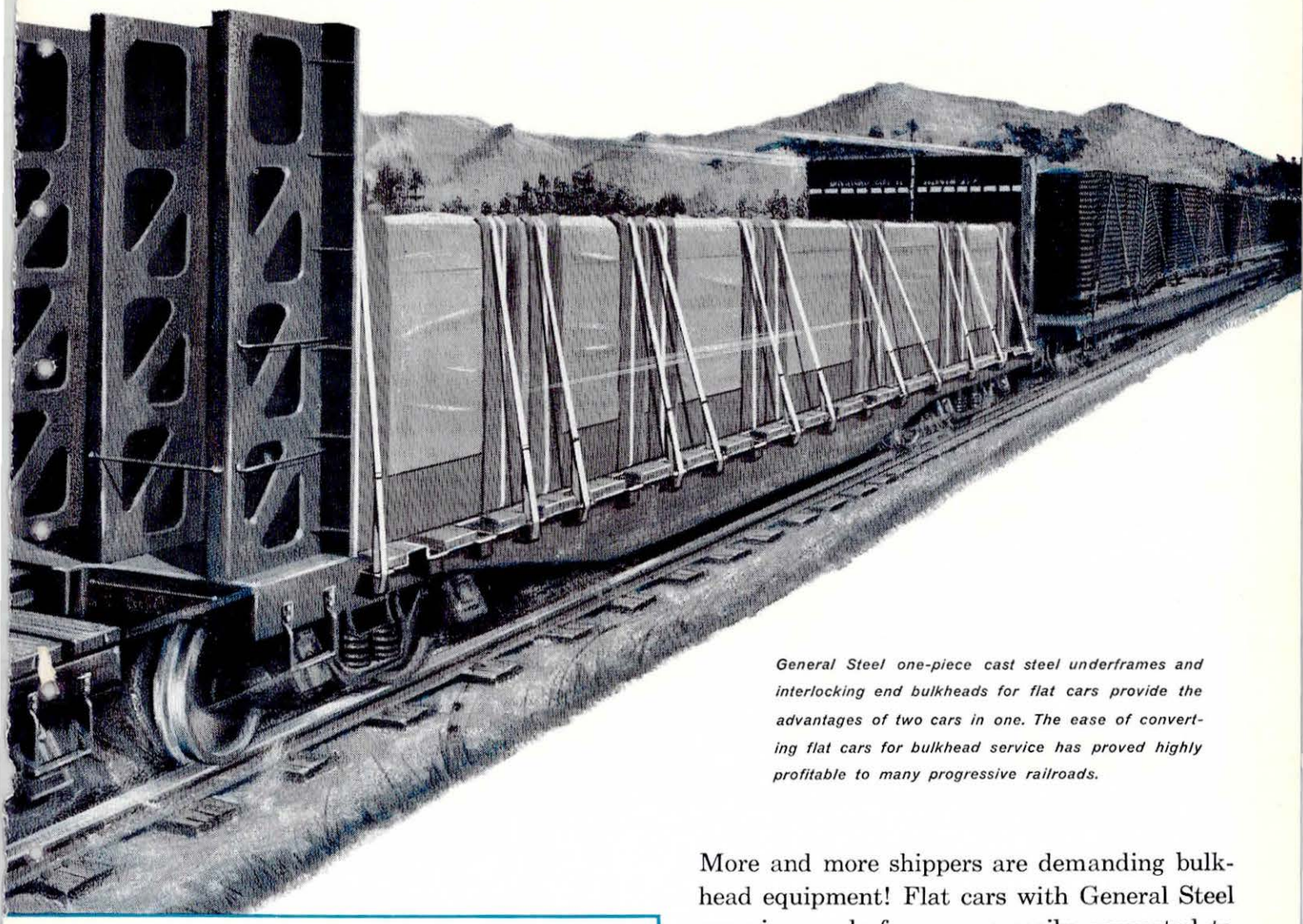
DATA for this latest burden-distribution study were derived from 1958 returns in the Commission's waybill project. That's the 1% carload waybill sample being submitted by the railroads.

THE STUDY ALSO SHOWS that Forwarder Traffic would be the only other carload commodity group to qualify for a rate cut (which would be about 12.4%) if the fully-distributed-cost test were applied. Increases, in addition to that on Products of Mines, would be 1.7% on Products of Agriculture, 3.1% on Animals and Products and 9.8% on Products of Forests.

THE FULLY-DISTRIBUTED-COST BASIS for rate making, of course, is not advocated by the Bureau of Accounts. The study emphasizes that its showings should not be interpreted as justifications for that approach. It explains how rates are properly designed when they move traffic and yield revenues which contribute "as much as possible" to overhead. Thus, the ratios of revenue to out-of-pocket costs "have a rate-making significance which is not possessed by the ratios of revenues to fully-distributed costs."

RATIOS of revenues to out-of-pocket costs ranged from 163 for the Manufactures-and-Miscellaneous group to 110 for the Animals-and-Products group—a showing which indicates that each commodity group accounted for 1958 revenues exceeding its out-of-pocket costs. Over-all ratios of revenues to out-of-pocket costs and of revenues to fully-distributed costs were 137 and 103, respectively.

. . . where railroad progress is cast in steel



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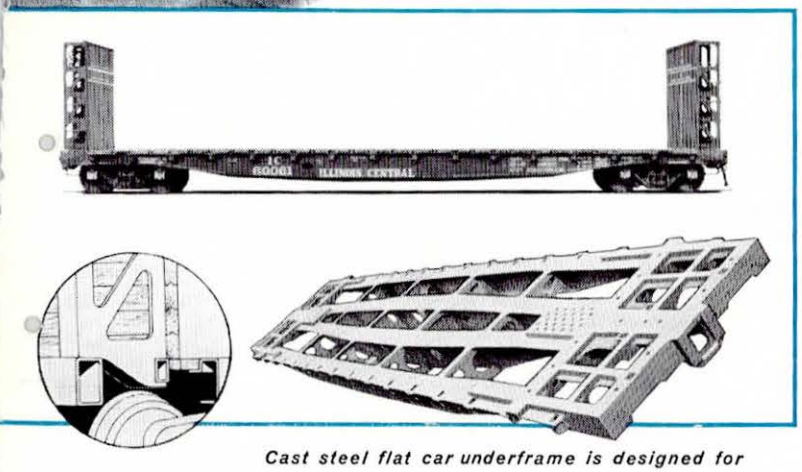

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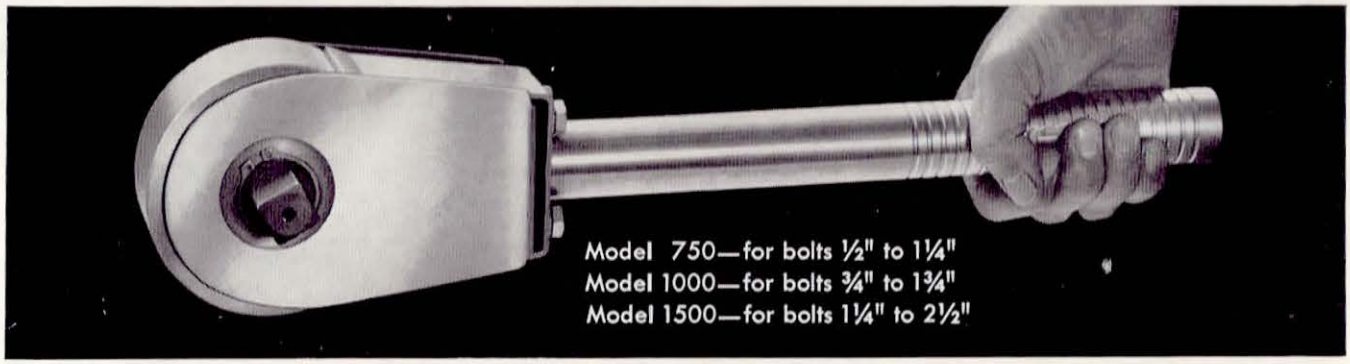

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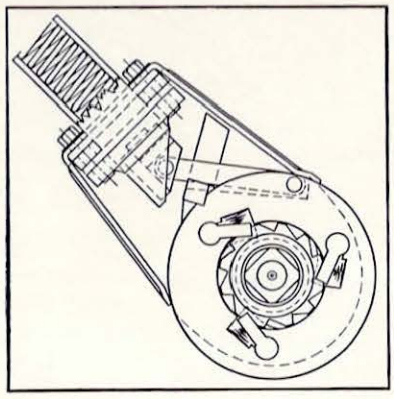

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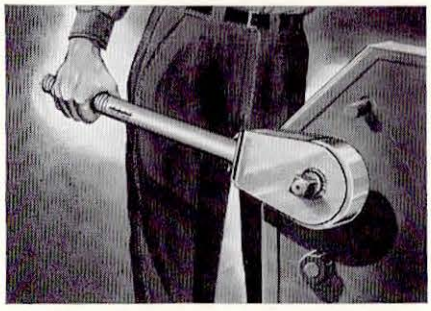

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PLANNING FOR 1961

Loadings Should Rise

By J. W. MILLIKEN

Director of Research
Simmons-Boardman Publishing Corporation

► **The Story at a Glance: Loadings of revenue freight next year will be somewhere in the neighborhood of 33 million or 34 million cars. That would be an increase of one or two million cars over estimated 1960 loadings.**

Railroad purchases next year, including some $800 million for capital expenditures, will amount to about $2.6 billion. That would top the anticipated 1960 figure by some 8 or 10%.

Freight cars ordered in 1961 should total about 50,000. The orders, it is predicted, will be mostly for the so-called specialty cars: piggyback flats, covered hopper cars and tank cars.

The third and fourth quarters of this year will be nothing worth shouting about, traffic-wise, for the railroads. And 1961 doesn't look as if it will give the rails a big lift.

Carloadings during the third quarter currently are running a bit ahead of those during the same period last year.

Though the strikes on the Pennsylvania, the Grand Trunk, and several roads operated by United States Steel, may change the picture somewhat, fourth-quarter carloadings could reach the 1958 level of about 8 million.

It looks as though carloadings for 1960 will total about 32 million, up slightly more than one million from 1959. For 1961, a further increase of one or two million is about the best that can reasonably be foreseen at the moment. With these levels of traffic, 1961 railroad purchases probably will total about $2.6 billion, including $800 million for capital expenditures. This will be an increase of some 8 or 10% above the estimated 1960 figure of $2.3-$2.4 billion.

With railroad spending at those levels, new freight cars ordered next year will total somewhere around 50,000. New car orders will consist largely of the types described as special cars: piggyback flats, covered hoppers, tank. There will be some orders for gondolas, open hoppers and the other types of cars which make up the bulk of the nation's fleet.

If business in general picks up more significantly in the second half of 1961 than now appears likely, the year-end may well see a relatively large number of new car orders.

As of this writing, the background against which one must estimate railroad carloadings, revenues, and expenditures for capital formation and operating materials, supplies and fuel is not clear.

Factors tending to make the picture look bleak are:

- Capital spending by business generally seems to be tailing off slowly but surely.
- Industry's paring of inventories has only begun to be felt.
- There seems to be at least a mild pessimism among consumers about the state of the economy.
- Land prices, plus the cost of money, are tending to hold housing starts below levels which would prevail if conditions were more favorable.

On the plus side, indicating there probably will be some improvement in the carloadings picture next year are:

- A small rise in housing starts over the levels which have prevailed during 1960.
- Inventories of manufacturers of durable goods in particular have begun to decline, even if only slightly.
- Personal income of people in the United States is at an all-time high.
- Farmers generally are making out a little better financially this year than had been anticipated by almost anyone a year ago.
- The auto industry is, as usual, optimistic about new car production in 1961.

Balancing all these factors, it seems unlikely that carloadings will climb much over the 33-34 million level.

There's nothing to prevent the continued growth of piggyback, but it looks as if the percentage rate of growth will be cut back. This, in large part, is due to the fact that the base from which the growth must occur is getting to be substantial.

Passengers: Aid Plans

The battle against passenger deficits will continue to hold the limelight so far as passenger operations are concerned, but it is likely to be taking a new tack. Passenger officers, of course, will be continuing their two-pronged campaign to boost revenues and cut costs. At the same time, there are increasing signs that public responsibility for continued operation of essential rail passenger service will get a thorough airing.

Various kinds of public contract payments for rail service can be expected to be explored, both on an urban-suburban and an intercity basis. Philadelphia's Passenger Service Improvement Corporation (RA, Jan. 25, p. 9) and New Jersey's $6,000,000 contract payments to assure continuation of commuter service (RA, April 11, p. 36) will be in effect—and will be watched carefully by other urban problem areas.

A somewhat-similar agency for long-haul passenger service is expected to be proposed by the transportation study of the Senate Committee on Interstate and Foreign Commerce when Congress meets in January (RA, Aug. 29, p. 10). The suggested agency would be similar to Railway Express, perhaps built around Pullman Co. as a nucleus, and would purchase existing passenger equipment and operate under trackage agreements all necessary passenger service.

The proposed national passenger service corporation could be either a public agency or a private service corporation. In either case, its proponents say it should be self-supporting by virtue of broad powers to modify existing routes and services and by special tax concessions.

One of the things that will have to be settled, in the opinion of passenger men, is how a private corporation could be interested in operating rail passenger service. Another is whether a straight contract for service would not be preferable to making the proposed corporation an operating agency. But irrespective of formal problems, there is a feeling that the mere fact that much needed assistance is actively being considered is a hopeful sign.

—Rod Craib

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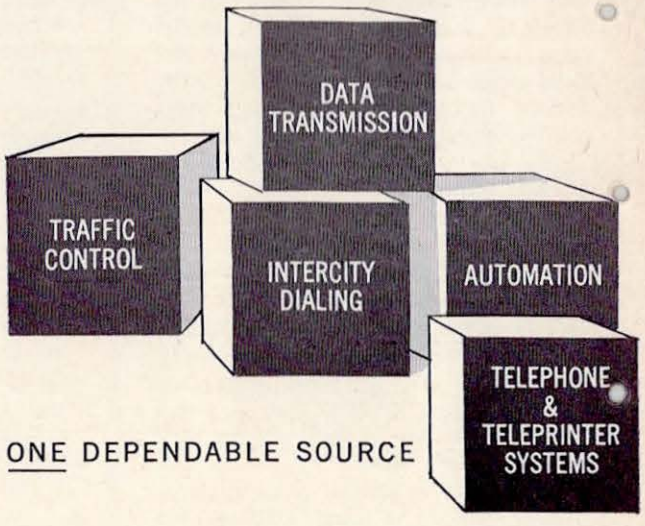

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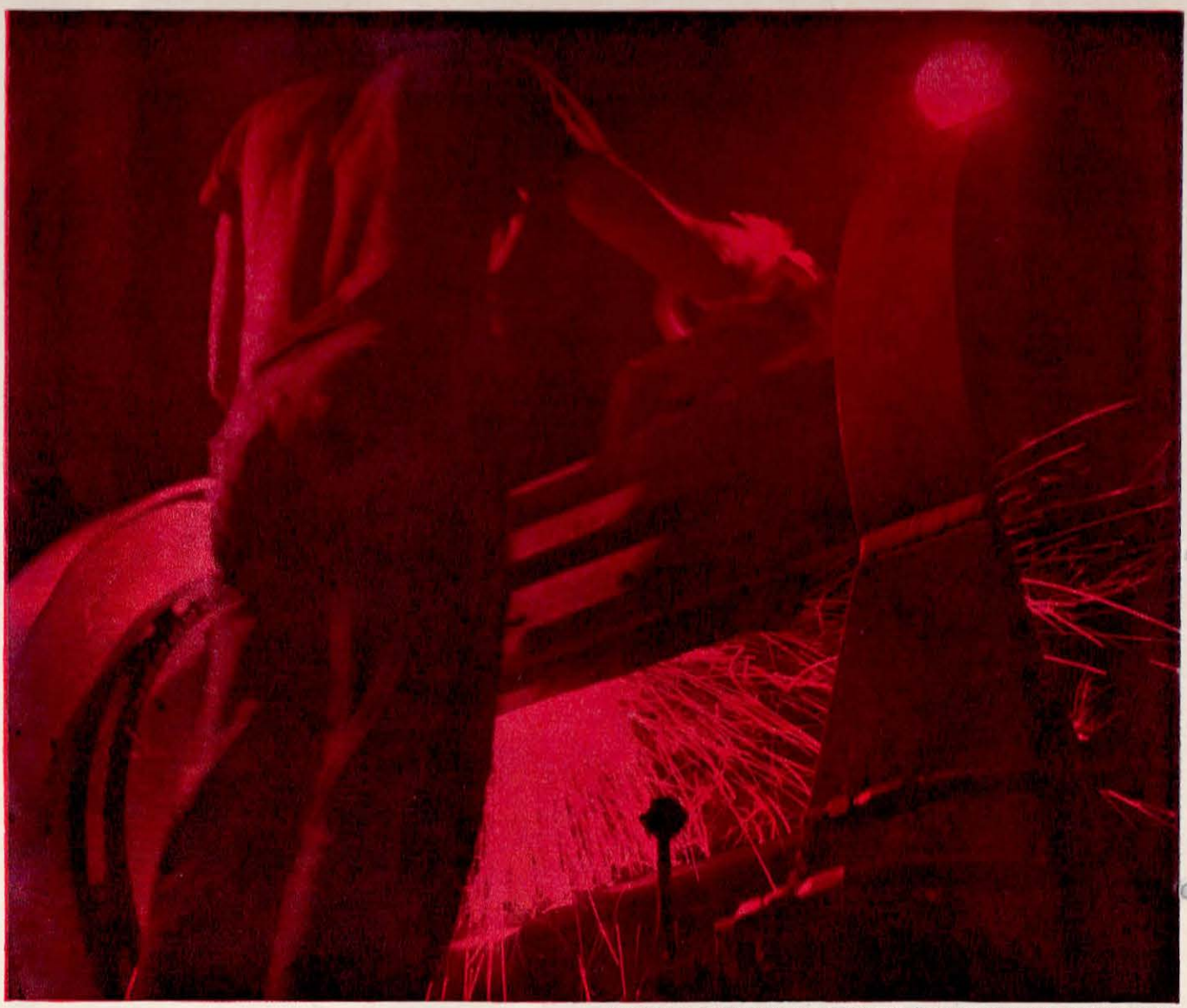

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PLANNING FOR 1961

RRs 'Must' Re-Dieselize

By C. L. COMBES
Mechanical Editor

► **The Story at a Glance: Diesels bought in the 1940's are not only old—they have been made obsolete by new developments. It is believed in some quarters that re-dieselization offers railroads savings comparable to those made in the original switch from steam to diesel power.**

Many railroads plan to replace their obsolete and worn-out motive power. When the replacement program begins, however, depends largely upon the timing of an upswing in carloadings.

Large numbers of diesels are candidates for replacement. This is not just wishful thinking on the part of the builders. It is a situation created by the railroads' rush to complete dieselization in the late 40's and early 50's.

Most authorities consider the economic life of a diesel to be about 15 years. Some believe it to be less, possibly as low as 12 years, depending on factors such as mileage and fuel consumed. If we accept the 15-year figure, railroads are on the threshold of the 15th anniversary of the big buying years, which are shown in the accompanying table. The 18,247 units installed in this period represent over 64% of the 28,397 diesel units in service on last July 1.

The Big Buying Years: 1947-1953
Diesel Installations

Year	Units	Year	Units
1947	1,328	1951	3,490
1948	2,254	1952	3,035
1949	2,827	1953	2,122
1950	3,191	Total	18,247

Railroads are aware of this situation; many have made definite plans for replacement of their obsolete and worn-out power. This potential backlog of locomotive business will begin to move as soon as the railroads see some "blue sky" in the car loadings. Most roads expect an upturn in rail traffic during the last quarter of this year.

However, no one expects railroads to revitalize their motive power in large chunks, the same way it was purchased. As W. S. Morris, president of Alco Products, said earlier this year (RA, May 23, p. 19), "We believe railroads would be wise to spread this coming job of remanufacturing or replacement to avoid peaking their financial load." But if railroads want to get around a peaking of locomotive replacement costs it is important that plans be made now for a gradual re-powering program.

Many predict that 1961 will see railroads take more positive action in refurbishing the nation's diesel fleet. Electro-Motive General Manager Richard L. Terrell says, "We expect a moderately good year in 1961, with particular promise of good business in our export, replacement parts and component rebuild areas." There is no accurate forecast yet of next year's over-all economic picture, he noted, "but we see no reason why business in general won't hit its predicted growth curve, with the railroads following right along."

EMD expects its "locomotive replacement" program to show continued growth, with its 2,000-hp GP-20 model being most in demand.

There are differences of opinion on the horsepower question. Mr. Terrell said, "We believe the trend toward higher horsepower has more or less arrived at a plateau, with horsepower per axle about at a desired maximum. Requirements may inch upward yet, but we feel the ceiling has about been reached."

The "ceiling" varies, depending on the builder. General Electric's 2,500-hp four-axle U25B unit, introduced to the domestic market last April, is a 625-hp-per-axle design. GE offered this model because its studies showed most railroad revenue does not come from "drag" freight but originates from products of manufacturers and from miscellaneous freight.

"High-speed operation," GE said, "is required to regain freight revenue lost to other forms of transportation." And high speed demands high horsepower.

In keeping with the high-horsepower theme, GE is currently building two additional U25B units to permit it to demonstrate a 10,000-hp locomotive.

Alco unveiled its 2,400-hp DL640B early this year. For high-speed operation, this four-axle design has 600 hp per axle. In the matter of horsepower, Alco believes there is a natural progression in designs with more horsepower.

Looming into the locomotive picture are the diesel-hydraulic units. With 4,000 hp in a single unit, six Krauss-Maffei locomotives are scheduled for delivery early next year to the Southern Pacific and Denver & Rio Grande Western after tests on German rails. There is much interest in this high-horsepower, high-adhesion (over 30%) design. Advocates of the hydraulic transmission claim it is superior to the electric type in respect to thermal limitations. They point out that oil is an effective heat carrier and also that it will be cooled in passing through a heat exchanger.

Both railroads and domestic builders will be keeping a sharp eye on this power, not only to get information on its train-handling capacity, but to check on its maintenance requirements as well. The diesel-hydraulic could very well provide the competition to accelerate the boosting of diesel-electric unit capacity.

Railroads want the higher horsepower units. Where two units will replace three, or three replace four, there is a big cost advantage. Maintenance of one unit is eliminated. Also, fewer units reduce terminal time by cutting servicing requirements, improving ease of handling.

EMD believes its re-dieselization program offers railroads a potential savings comparable to those realized by initial dieselization. It figures that "within five years a railroad can have a replacement unit pay for itself. The return on the investment is comparable to the return on the replacement of steam by diesel power; it may be even better."

One other item to be considered is the site of the major rebuilding job. With steam power, most roads did heavy repair work in their own shops. But Alco points out that diesels are standardized, permitting builders to stock parts and install expensive machine tools. With volume work it can keep these tools busy. Railroads, on the other hand, that tool up for this work will have a lot of idle machine time.

All builders believe that the economical way to rebuild, remanufacture, upgrade, is to send old diesels back to the builder.

Whether railroads rebuild their old power or scrap it and buy new it is evident that they must start a re-powering program. Costs and competition make it necessary. In the air the jets are taking over. And no trucker is operating with Model T equipment.

PLANNING FOR 1961

Rules Fight Will Go On

By GUS WELTY
Western Editor

► **The Story at a Glance: Railroad labor and its leaders, and railroad management, will be tested sharply during the coming year—or however long it takes to untangle the complicated work rules issue. The next year or so may well produce a definition of exactly what the "public interest" is, so far as the railroad industry is concerned.**

Future union activity on individual railroads will be designed to strengthen rules protection. Wages—which already eat up over half the railroads' revenues—probably won't be a major issue. Any wage increase will intensify management efforts to economize. This, in turn, will heighten the continuing dispute over employment "stabilization" for both operating and non-operating unions.

Rail labor's vaunted unity—and its public image—may be in for a few trying moments over the next few months and on into 1961.

More than one sign points that way:

• The small (8,000-members, 17 railroads) Switchmen's Union of North America snubbed the wage settlement already accepted by organizations representing all other operating employees. SUNA leaders, hobbled by a referendum requirement, saw the proposal whipped by about a 3½-to-1 vote. So they renewed old demands for an "inequity" increase, over and above the pattern—even though the Brotherhood of Railroad Trainmen, which represents about 90% of yard foremen, helpers and switchtenders, had previously accepted the 4% pattern offer without significant protest.

• BRT and Railway Labor Executives' Association attorneys recently began probing the carriers' service interruption insurance program, with a view toward forcing a possible court test. But then George E. Leighty, RLEA chairman, shrugged off the implications of the insurance plan. In the long run, he told newsmen, such protection isn't "going to be worth a damn to the railroads." The Trainmen obviously think otherwise. They've filed suit in Federal district court, charging that the insurance arrangement is illegal and asking treble damages totaling $10,000,000. Financial burdens involved in the recent Long Island strike were an important factor in the decision to sue. But from all indications, the BRT views the carriers' insurance as a definite threat to the effectiveness of union strike action. President W. P. Kennedy has termed the protection "lockout insurance . . . a sword with which the railroads threaten their employees."

• The prolonged—and generally unpopular—maintenance workers' strike against the Pennsylvania has put unions and their leaders in a three-way bind: (1) At the precise moment when the operating organizations might have been reaping favorable publicity for cooperating with the Secretary of Labor on the work rules issue, the striking Pennsy unions—and, by association, the rest of railway labor—were harvesting some of the worst public reaction of the year. The public hasn't taken kindly to a strike to enforce demands which two impartial investigations had found unjustified. (2) The PRR walkout quickly revived talk of amending the Railway Labor Act, perhaps to provide for a form of compulsory arbitration—probably the last thing rail labor leaders want to see. Editorial comment warned bluntly that if unions continue to disregard decisions of governmental boards, some way must be devised to compel acceptance. Secretary of Labor Mitchell declared that further ignoring of neutral's recommendations is "very apt to lead to a review of the effectiveness of the Railway Labor Act." (3) To a few organizations—notably the BRT and the Brotherhood of Locomotive Engineers—the PRR strike has been a bitter financial pill. Strike benefits to members paid by the BRT because of the Pennsy shutdown alone were reported to total about $55,000 per day. And this came at a time when the brotherhood was attempting to progress its own strikes against the Grand Trunk Western and five steel company roads. Result: BRT members will soon be hit with a new $2-per-month assessment.

The combination of events—particularly SUNA's rejection of an emergency board wage recommendation and the disregard by the Transport Workers Union and the AFL-CIO System Federation of referee and board recommendations on the PRR—also puts a slightly different light on the work rules situation as it affects the five operating brotherhoods.

Whatever the course of work rules study at the national level, it seems safe to say that union activity on individual properties will be designed to strengthen rules protection. The three major rail strikes of 1960 (against the Long Island, PRR and GTW) have stemmed from rules disputes—and from the collision of union demands with the stiffening efforts of the carriers to retain and regain managerial rights.

The fight will be a continuing one—and one which union leaders will wage in the name of the public interest.

In a real sense, rail labor and its leaders and rail management are going to be tested during the coming year, or however long it takes to bring some solution to the complex work rules dispute. Both sides have taken their case to the public—and out of the events of the next year or so may come a definition of exactly what the "public interest" is so far as the railroad industry is concerned.

Wages won't be an issue. Jobs, and the rules covering those jobs, will be.

More Automation Ahead

Railroad mechanization and automation will continue. So will the trends toward consolidations; toward elimination of unneeded, unused facilities and services; toward rooting out waste and inefficiency. But labor costs will increase by almost $200 million annually after next March 1, when the second stage of the pattern wage settlements takes effect. With labor expense already eating up more than half of total rail revenues, it's inevitable that any new cost increase will produce new efforts aimed at economizing—and that, very likely, will intensify the continuing dispute over employment "stabilization" for both ops and non-ops.

This, too, could put labor's unity and its image to the test. Will the rest of rail labor stand by the embattled BLF&E when the stakes get high? Will the RLEA, where the operating brotherhoods are just five out of 23 member unions, fight for the ops with the same vigor it displays when the non-ops are involved? Can responsible action in the rules dispute counteract the negative reaction caused by the recent wave of strikes and neutralize any call for restrictions on union power?

PLANNING FOR 1961

Can Strikes Be Curbed?

By WALTER J. TAFT
Washington Editor

► **The Story at a Glance: Legislative proposals designed to prevent or discourage railroad strikes will be to the fore in the next Congress, which convenes in January. As for railroad management's legislative program, the industry's more optimistic observers profess to expect that some priority items may get attention. Prospects are thought to be brightest for action on proposed income-tax arrangements to provide a 15-year depreciation term for railroad rolling stock.**

A realistic appraisal of the railroads' prospects in Congress seems to be that 1961, like 1960, will be pretty much a "holding year." That means that management wins will be recorded principally in defeats of proposals adverse to the industry, especially the "make-work" bills sponsored by unions representing railroad employees.

That legislation to prevent or discourage railroad strikes would have a broad appeal was indicated by the pre-adjournment speeches inspired by the PRR walkout. Both Republicans and Democrats got into the act. Senator Smathers, Democrat of Florida, who was principal Senate sponsor of the 1958 Transportation Act, said emergencies like the PRR strike would undoubtedly cause many members of Congress to urge consideration of compulsory arbitration. Senator Javits, Republican of New York, said of the strike that "this is the kind of thing that invites drastic legislation."

What form strike-preventing legislation might take will depend, of course, on the situation when Congress returns What amount to compulsory-arbitration proposals, i.e., proposals to make findings of emergency boards binding, were embodied in bills on which the adjourned Congress failed to act.

Such legislation is still favored by the Association of American Railroads, but it would be difficult to get it enacted. It would be opposed, not only by labor unions, but also by many business interests. Only a major strike crisis would provide a setting for overcoming such opposition.

Congress is more likely to enact less drastic legislation. It might give the President power to seize struck railroads. That's how wartime strikes and strike threats were dealt with under Presidential powers which have expired. Another proposed strike-discourager, which might also appeal to Congress, would amend the Railroad Unemployment Insurance Act to deny unemployment benefits to strikers.

Priority items on the railroad industry's legislative program remain generally unchanged—except for the addition of a proposal to require participation of the Interstate Commerce Commission in recommendations for construction of waterways. This proposal, of course, has long been on the railroad program, but it attained priority status this year. Other priority items, which have had that status for some time, are these:

- Diversification, which means more freedom for railroads to operate other modes of transportation.
- Adequate user charges on publicly provided transport facilities.
- Tax relief to permit more realistic depreciation and amortization arrangements.
- Repeal of the tax on passenger fares.
- Repeal, or extension to railroads, of Interstate Commerce Act provisions which leave trucking of agricultural commodities and water transportation of commodities in bulk free of regulation.

Transport Studies May Help

Also, there is still hope that the diversification cause may be advanced by transport studies which the Senate's Interstate Commerce Committee has under way. These are the studies, under direction of Major General John P. Doyle, retired.

Ownership of one form of transportation by another is one of the matters being studied. Others are user charges, the need for transport regulation under present conditions, federal policy on mergers, the kind and amount of railroad passenger service needed to serve the public interest and the national defense, and problems arising from ICC actions granting relief from the long-and-short-haul clause.

The Doyle studies are also looked to by railroads for some help on the user-charge issue. Though action may not come next year, informed railroad men feel that the user-charge idea is gaining more and more government-agency and public acceptance.

Revenue needs are among factors winning support for the user-charge proposal. They have been pointed up by the growing costs of waterway, highway and airway projects.

At the same time, revenue considerations are working against repeal of the fare tax. This 10% levy brought in more than $255 million during the fiscal year ended June 30, 1960. The failure this year to put over the cut to 5% would indicate that 1961 proposals along the same line will not be successful.

Optimism regarding the prospects for a 15-year depreciation term for railroad rolling stock arises from the feeling that railroad needs for such arrangements can be sold as a "special case." Unless that can be done, such relief is apt to come only as part of general relief applicable to all industry.

It's only on the latter basis that railroads are likely to get other parts of their tax-relief program. These call for a 20-year depreciation term on fixed property; deduction from taxable income of amounts accumulated in construction-reserve funds; and authority to write off, at replacement time, the difference between the depreciation reserve on the property being retired and the cost of the replacement.

Proposals to repeal the agricultural and bulk-commodity exemptions, or extend them to railroads, are not expected to get far next year. On the long-pull basis, however, there is hope for the repealers—as Congress realizes how they would help public carriers.

Top priority items on the Railway Labor Executives' Association program will, perhaps, be those which it failed to put over this year. They are the track-car bill which would give the ICC power to prescribe rules for operation of track motor cars, and a proposal to repeal or emasculate train-off provisions of the 1958 Transportation Act. RLEA's 1961 list is also expected to include proposals for a more restrictive hours-of-service law and new power for the ICC to prescribe standards for maintenance of tracks, bridges and cars.

Railroads are hopeful that they can continue holding the line against these and other like proposals which they condemn as "make-work" measures. They have a good chance to do so, judging by their success this year.

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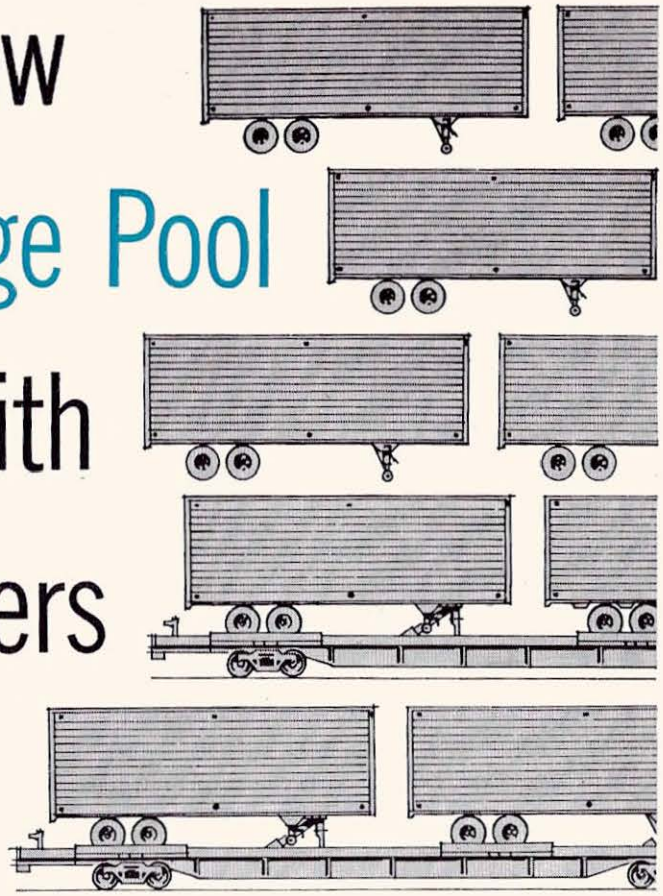

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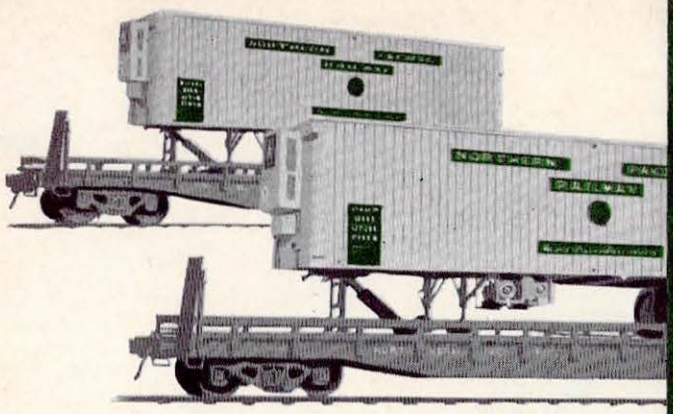

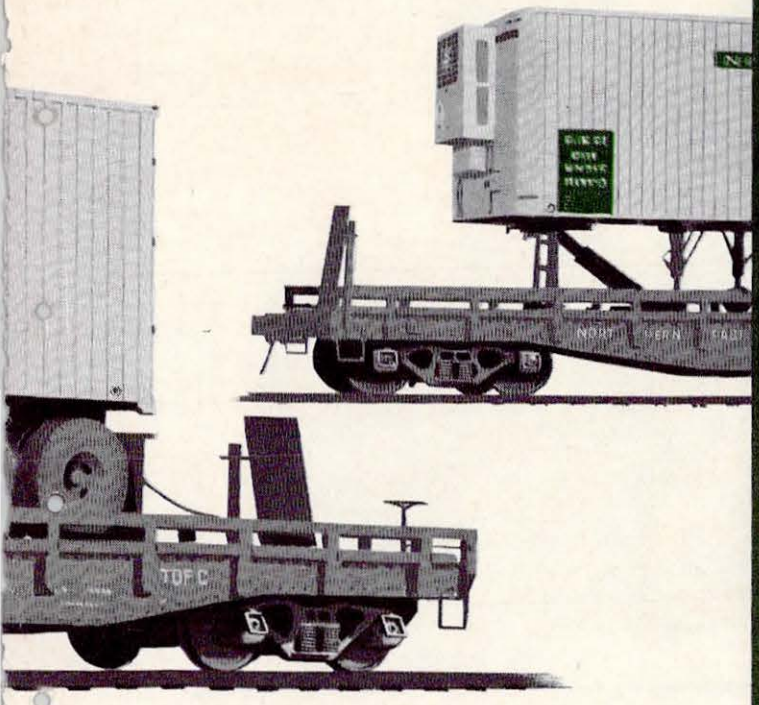

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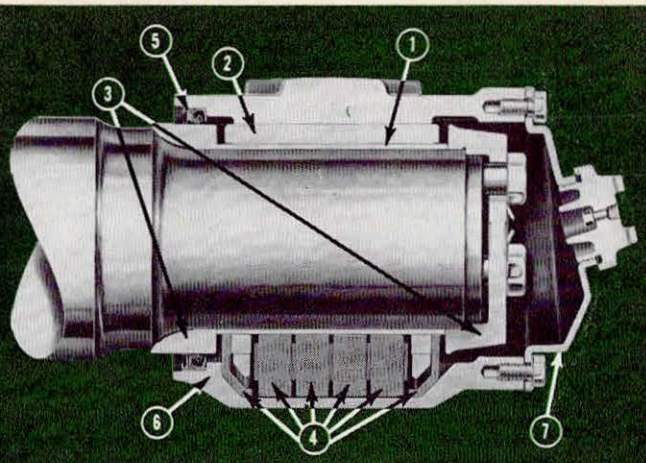

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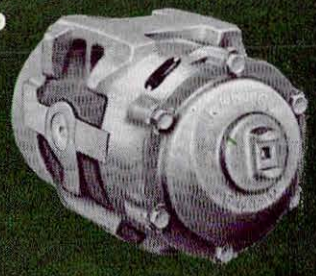

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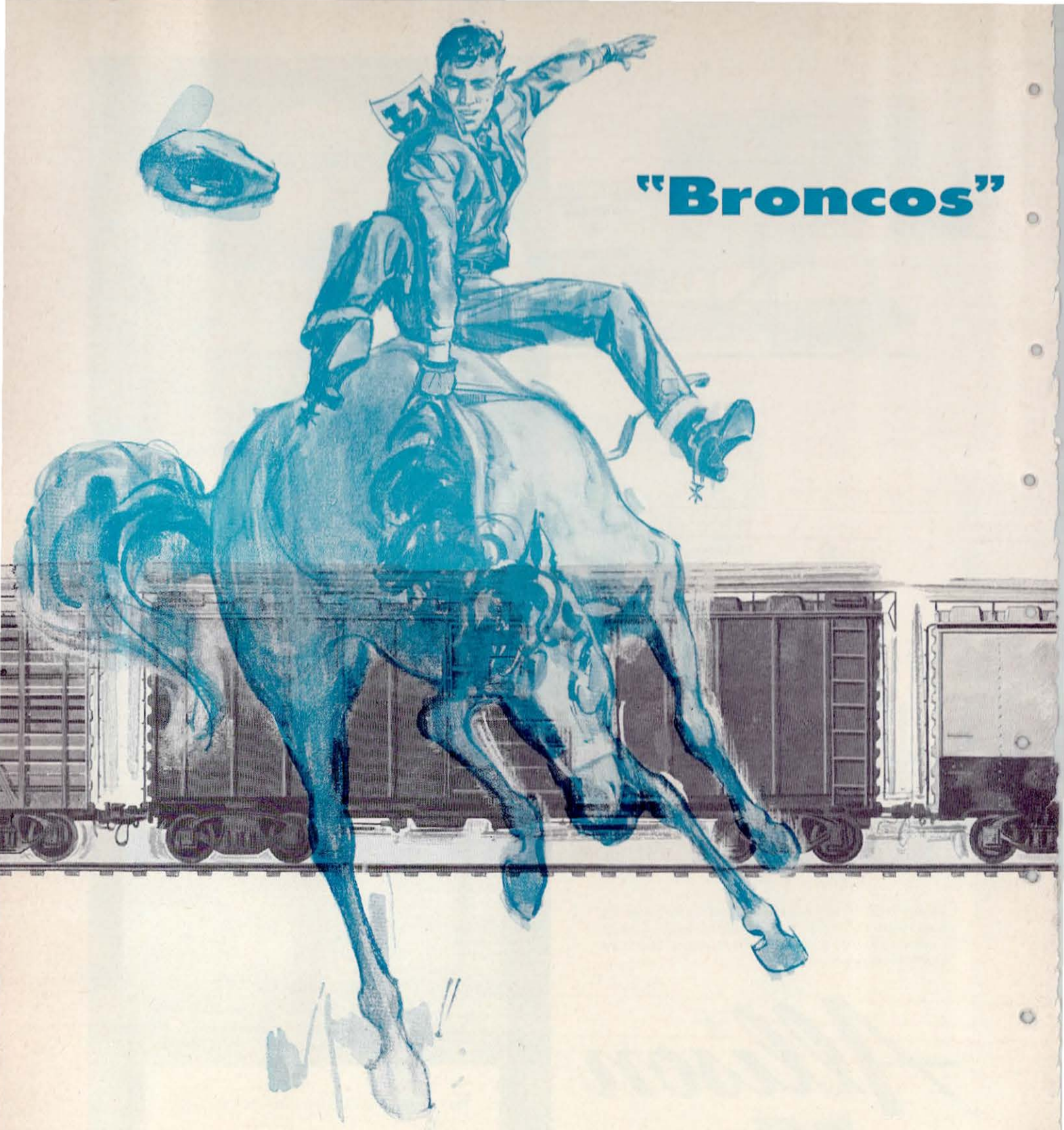
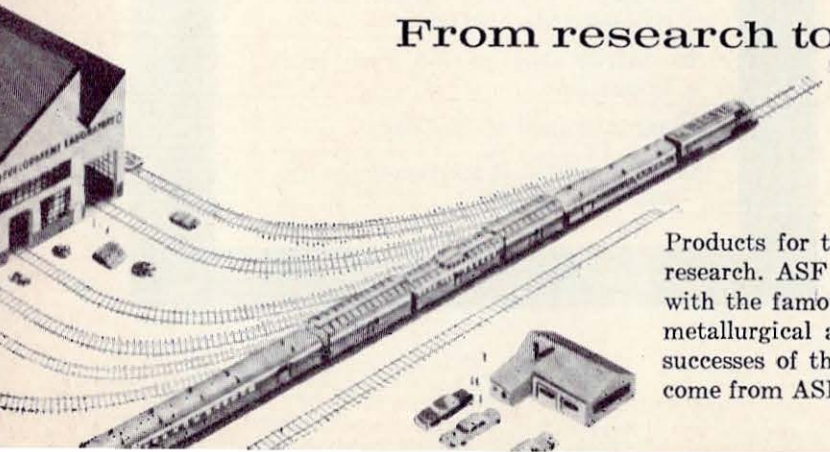


From research to reality

in railroad progress



Products for tomorrow come only from imagination, facilities and research. ASF men of imagination have built a record of progress with the famous ASF Test Train, and with the oldest and largest metallurgical and research laboratories in the industry. Dynamic successes of the past tell you that tomorrow's product reality will come from ASF Research of today.

tamed in 15 minutes flat—

with the ASF Ride Control Package!

Any resemblance between a car riding on old short-travel springs—and on modern ASF *Ride Control* Packages—is purely coincidental. The fact is that there is simply no comparison in riding qualities.

Installed in a matter of 15 minutes or less, *Ride Control* Packages make your older freight cars ride up to 50 times more smoothly. And taming these hard-riding broncos also means smoother hauls at unrestricted speeds . . . more flexible utilization of your car pool . . . less car maintenance . . . to mention only a few.

In short, an investment in *Ride Control* Packages for your general repairs program is written off in *savings* for you . . . *service* for your customers.

Bring *your* older cars up to modern riding standards!

ASF

Ride Control® Packages

AMERICAN STEEL FOUNDRIES

Prudential Plaza, Chicago 1, Illinois

Canadian Manufacturer and Licensee: International Equipment Co., Ltd., Montreal 1, Quebec
Other Foreign Sales: American Steel Foundries, International, S. A., Chicago

GEARED TO PROGRESS P R I MEMBER

RAILROADS ARE MAKING THE "BIG SWITCH"

To speed freight at lower cost

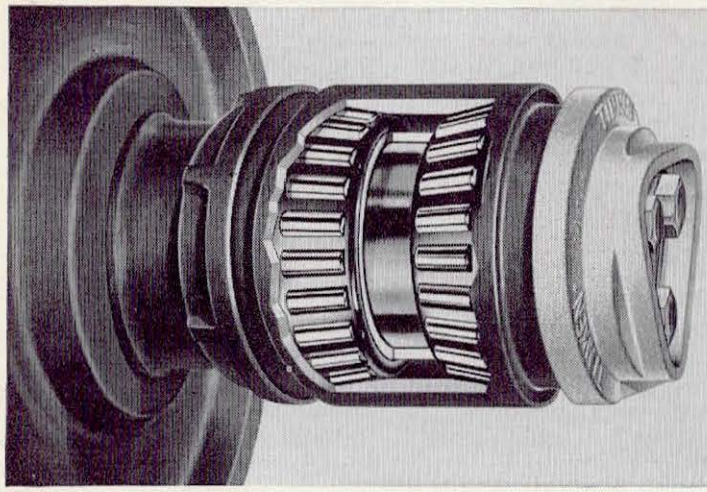
More and more railroads are putting more "Roller Freight" cars on Timken® Heavy Duty-High Mileage *tapered* roller bearings.

With Timken bearings, railroads are solving the hot box problem—No. 1 cause of freight train delays. That's because Timken bearings *roll* the load. They don't slide it as friction bearings do. Actual service records show that Timken "AP" bearings are averaging 214,000,000 car miles per car set-off.

And Timken bearings cut terminal bearing inspection time drastically—move cars out of terminals faster. More savings—Timken "AP" bearings will go 4 years without adding lubricant.

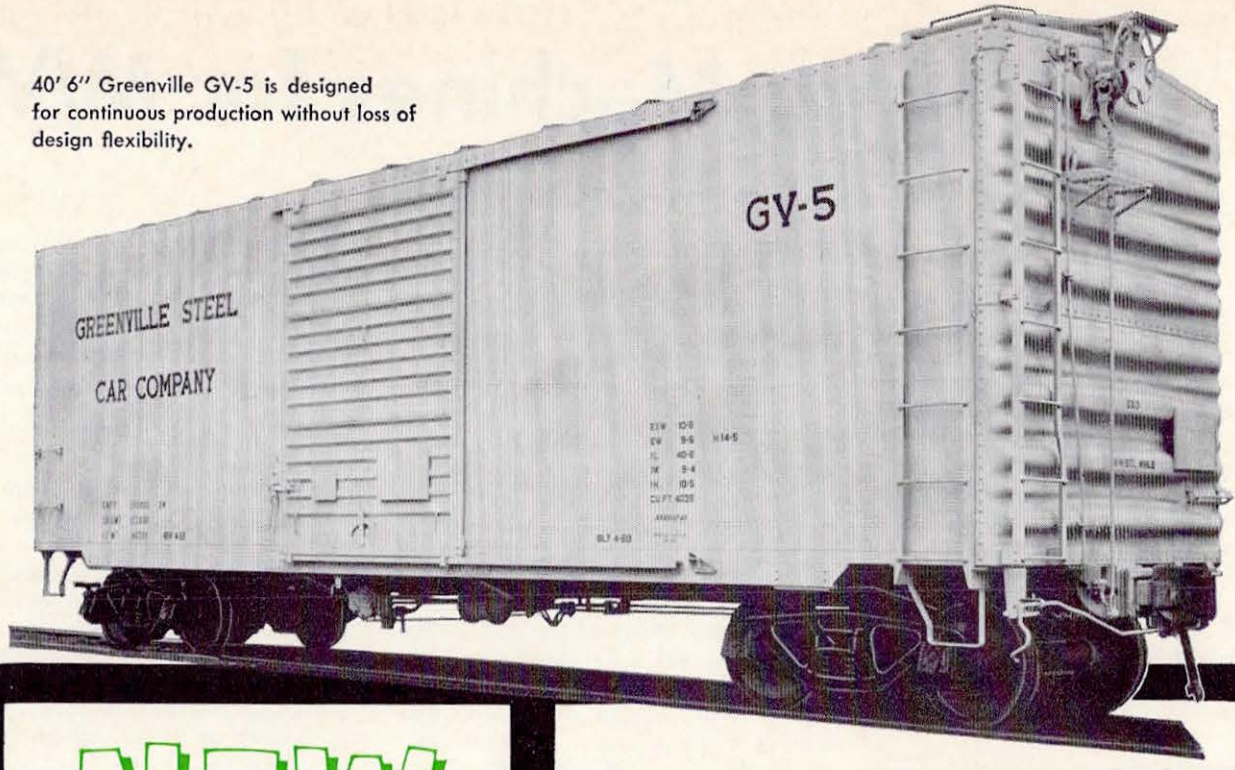
Already 97 railroads and other freight car owners have joined the switch to "Roller Freight" on Timken bearings. That's up from 79 in 1958, 52 in 1957. At year end, 1959, there were 51,510 Timken bearing-equipped cars in service or on order. And since January, 14,500 more car-sets of Timken "AP" bearings have been ordered.

Speed shipments—cut your operating and maintenance costs—by switching to "Roller Freight". Timken "AP" bearings are available for all sizes of standard axles and Class G7 x 14. When all freight is "Roller Freight", the railroads will save an estimated $144 per car annually. Shipping will be better than ever—win you new business. Make the big switch now. Start getting high, trouble-free mileage—more profit per car. The Timken Roller Bearing Company, Canton 6, Ohio. Cable: "TIMROSCO".

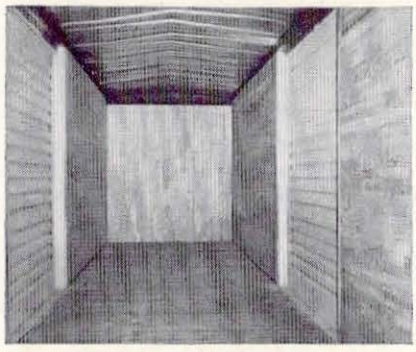


heavy duty TIMKEN®
tapered roller bearings

40′ 6″ Greenville GV-5 is designed for continuous production without loss of design flexibility.



NEW PACKAGE BOXCARS

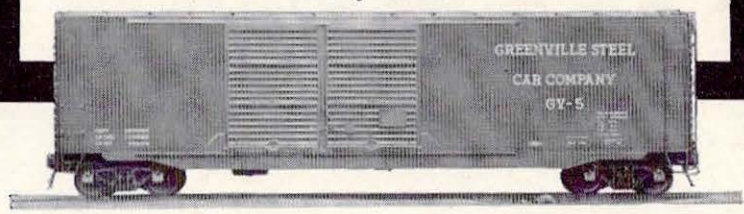


50′ 6″ package boxcar has door opening of 15′ 2″.

THE FIFTH PACKAGE CAR ... the 40′ 6″ and 50′ 6″ boxcar ... joins Greenville's fleet of other mass produced cars—flats, gons, hoppers and covered hoppers. The same design skills and car building techniques which make these cars famous for durability in rough service have been used in the all-new 40′ 6″ and 50′ 6″ boxcars.

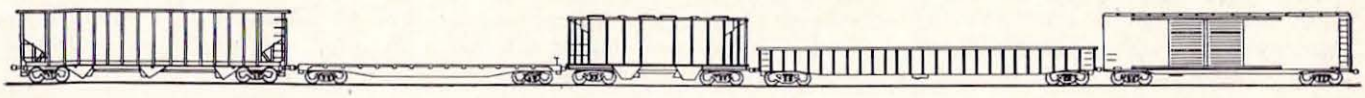
Greenville flexibility makes it possible for you to take advantage of mass production without sacrificing minor modifications to meet your specific requirements. Get the facts on the all-new Greenville boxcars today. Write for the new Greenville GV-5 Bulletin. It gives complete specifications. When you're ready for bids—on five cars or a thousand —GET A PROPOSAL FROM GREENVILLE.

Package car can incorporate special loading devices.



GREENVILLE
STEEL CAR COMPANY
GREENVILLE, PENNSYLVANIA

Subsidiary of Pittsburgh Forgings Company



PLANNING FOR 1961

More Machines for M/W

By M. H. DICK
Engineering Editor

► **The Story at a Glance: The need for economy still dominates the thinking of top railroad engineering officers. The best way to economize, they believe, is to mechanize. Hence, railroads will continue to buy machinery that will provide them with more production per man-hour.**

Railroads as a whole are hoping to do next year at least as much maintenance-of-way work as they had planned for 1960. Projects for the current year were trimmed because the anticipated carloadings did not materialize.

For weeks most maintenance-of-way officers have been working on their tentative budgets for next year. Some have even finished them. Now it remains for management to determine how much of these budgets is to be given final authorization. That will depend mostly on forecasts of business developed by the traffic departments.

Various Factors Involved

At this point, then, the tentative budgets as compiled by M/W officers represent an expression of their judgment regarding the needs of their respective properties. However, in arriving at his budget requests the maintenance man is bound to be influenced to some extent by such considerations as his own knowledge of business conditions and of the financial well being of his road, which very often prevent him from asking for as much as he would like to get. In other words, his budget request is sometimes likely to be more an indication of what he thinks the "traffic will bear" rather than of the actual needs of the property.

To get an idea of how much work railroads are tentatively planning for 1961, interviews were held with top maintenance officers of a number of representative roads. The overall pictur obtained from these conversations is that the railroads as a whole hope to do at least as much maintenance-of-way work in 1961 as they had originally planned to carry out this year. The 1960 plans, it may be said in passing, were adjusted downward on many roads when carloadings failed to come up to expectations. If a sustained rise in business activity should develop next year, many roads can be expected to add supplemental work items to their maintenance programs.

The officers interviewed were asked about their plans for specific items of work next year, particularly rail and tie renewals. Tie renewals have been bumping along at a record low level for several years. It was surprising, therefore, to hear maintenance officers of some roads insist they are putting in all the ties actually needed. On one such road, current annual tie renewals are averaging about 40 per mile. This rate presupposes a tie life of about 80 years, which, the railroad is the first to admit, is more than double the life actually being obtained. The explanation is that this road and many others are reaping the benefits of extremely heavy tie renewals made during the relatively prosperous war and immediate post-war years.

Other roads have a different story to tell. Representative of these is a line that did not have the opportunity of building "fat" into its tie condition in prior years. On the basis of its actual needs this road, according to its engineer maintenance of way, should be putting in more than a million ties a year. But economic considerations are holding renewals far below this level. There are many other lines in the same predicament.

Tie Renewals To Be Steady

Because of these divergent considerations, tie renewals for railroads as a whole in 1961 are not expected to rise markedly above recent levels.

Rail renewals, like crosstie insertions, have been running at abnormally low levels for several years. This year many roads hoped to catch up on rail renewals, but cut-backs were more the rule than the exception. For this reason most of the officers interviewed are hoping that conditions will permit them to lay more rail in 1960. For example, the chief engineer of a road whose rail-laying programs have been extremely modest for three years hopes to get enough money to lay 150 miles next year. Another road with a substantial carryover from this year's program hopes to lay the carryover rail in addition to the regular program.

Many maintenance officers say that condition of the rail in their so-called "new rail" territories is satisfactory and that the primary reason for laying new rail in those territories is to get the relay rail needed for use on branch lines, sidings, yard tracks and spurs.

On the other hand, one observer points out that many roads are laying new rail at a rate far below requirements based on an assumed service life of some 30 to 40 years. To illustrate this point he cited several roads on which new rail is being laid at a rate that presupposes a life in the main line of 100 years or more, even as high as 150 years. His conclusion is that such abnormally low new-rail programs cannot continue indefinitely.

Assuming a reasonable level of business activity in 1961, railroads likely will lay new rail at a moderately higher rate than they did this year. If there should be a perceptible increase in business, a rather sharp increase in activity in this quarter is possible.

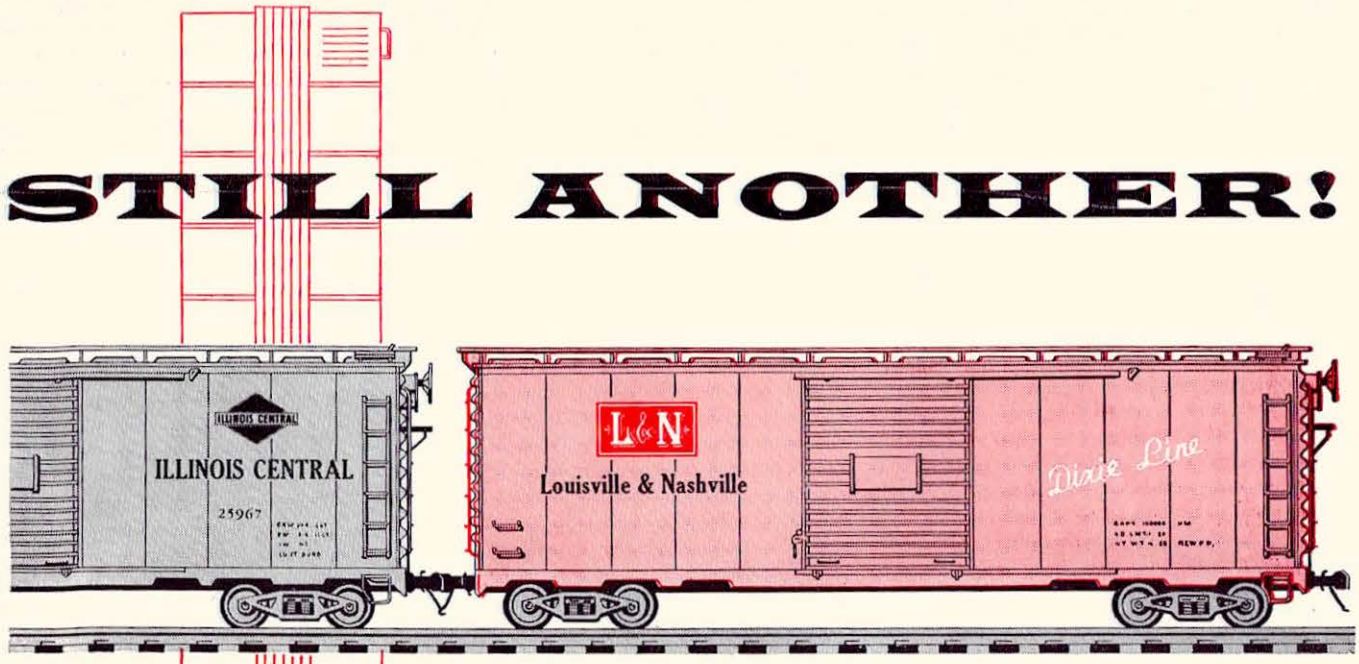
Need for Economy Stressed

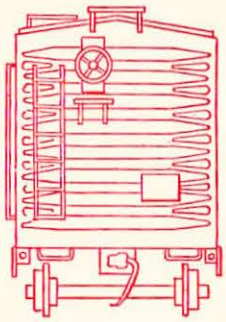
Conversations with top engineering officers show plainly that their thinking continues to be dominated by the need for economy. The recent wage increase, plus additional health and welfare benefits, won by the non-operating unions has served only to intensify this state of mind. These officers see no alternative but to strengthen their efforts to minimize the effects of wage boosts by putting into effect measures aimed at getting more production per man-hour.

Mechanization heads the list of such measures. Railroads can be expected to continue buying machinery wherever it will show a reasonable saving on the investment. Their willingness to spend money to save is illustrated by this recent incident:

A railroad was using under lease a number of machines of a type that required two men for its operation. When a machine became available requiring only one man, the railroad bought as many new machines as it needed to fill its requirements, even though the lease on the existing machines had not expired. In other words, the reasoning was that, in view of the savings produced by the improved machine, the railroad could afford to allow the old machines to stand idle even though it had to continue paying rent on them.

STILL ANOTHER!





L&N

USES PRESSURE-TREATED GUM DECKING

for . . . | *long service life* / *high impact strength* / *resistance to wear* | IN BOX CARS

Another railroad, the Louisville & Nashville, has turned to salts treated gum decking. It recently completed a program of rebuilding a fleet of boxcars with Wolmanized® treated black gum flooring. A large re-order resulted from the satisfaction with this program. Here are the reasons:

- Gum lumber is the toughest, most abrasion-resistant species commercially available.
- Pressure-treatment gives gum decking longer service life by providing protection against decay, the underlying cause of wood failure.
- Pressure-treated gum decking has proved it can take a day-by-day beating from lift trucks and all types of lading.

If your railroad would like to benefit from the substantial savings possible through the use of treated decking, ask your Koppers representative for additional cost information and assistance, or write us at 761 Koppers Building, Pittsburgh 19, Pennsylvania.

Want the Full Story of how to Save Your Road up to $49.00 Per Year Per Car?

This 12-page booklet gives the "dollars and cents" facts on how your railroad can save thousands of dollars per year with pressure-treated wood. Write for a copy.

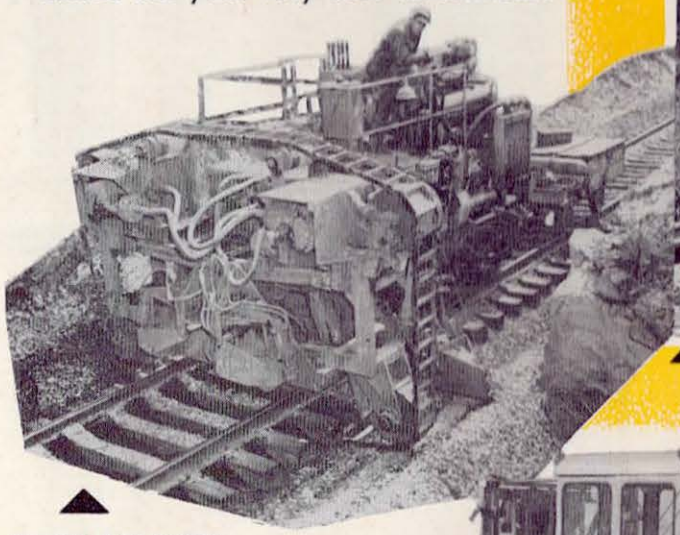
KOPPERS

KOPPERS
PRESSURE-TREATED WOOD

T-11

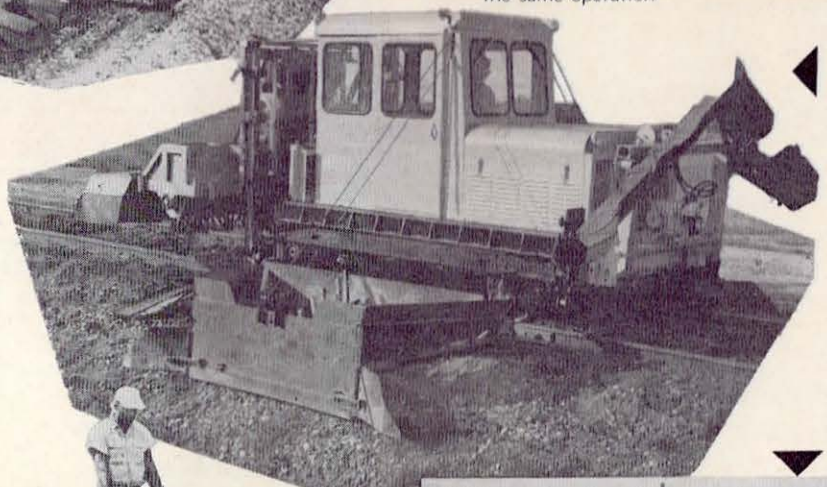
KERSHAW—

For superior trackwork equipment—designed, tested and proved on the world's railroads — look to Kershaw. You'll find Kershaw machines are your very best investment!



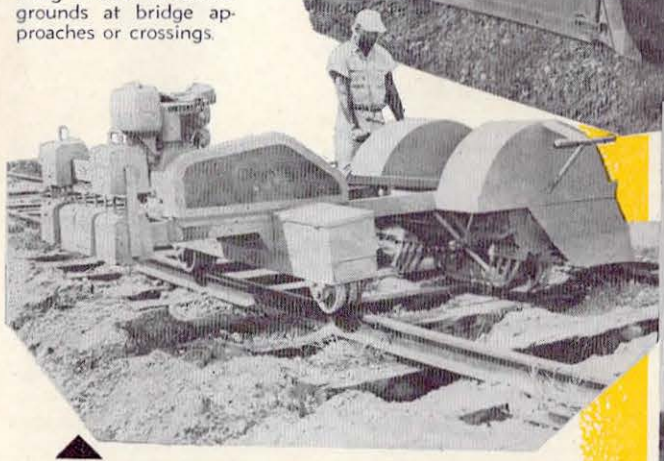
KERSHAW UNDERCUTTER AND SKELETONIZER—Used in skeletonizing and undercutting operations to remove ballast from beneath rails and ties, and to lower track, if desired. The Undercutter can lower track as much as six inches in a single pass, making it ideal for tunnel cleaning, or lowering track in station grounds at bridge approaches or crossings.

KERSHAW CRIB-ADZE—Designed for high-production rail relaying gangs, the Crib-Adze, working off either rail in either direction, cribs between the ties, automatically adzes the ties in the same plane, and sprays wood preservant on ties — all in the same operation.

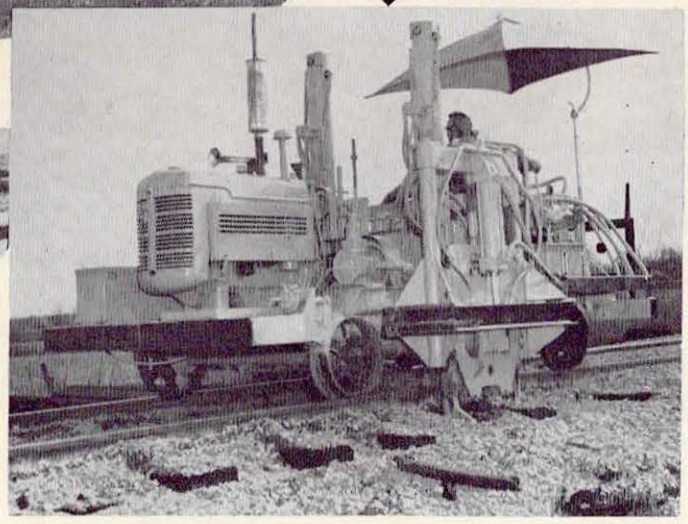


KERSHAW BALLAST REGULATOR — Now available in three models, the Heavy Duty, the Standard and the Special. Among the 14 distinct operations performed by the Ballast Regulator are these: Used as a track patrol to scarify, deweed, regulate and shape the ballast shoulder; used with surfacing gangs to regulate and distribute ballast ahead of tampers; used to regulate and shape the ballast slope after surfacing, freeing an entire regulating and dressing crew for other jobs.

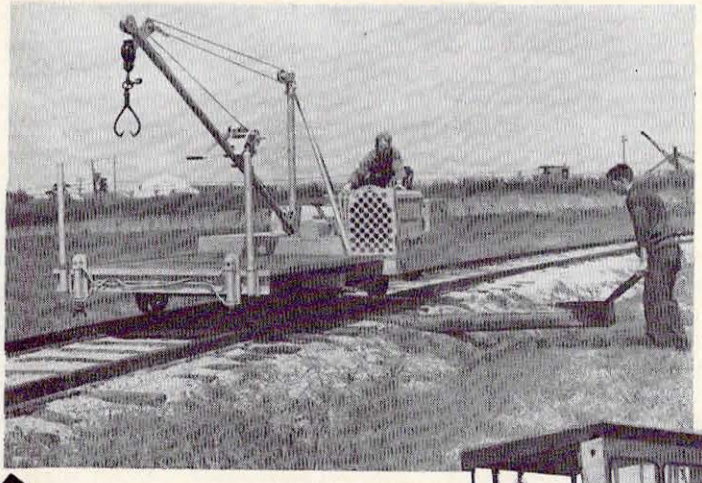
KERSHAW SUPER JACK-ALL— A combination hydraulic jack-tamper designed for high production track raises ahead of one or more tampers. The Super Jack-All jacks track inside rail and tamps outside rail with tamping feet actually going under tie ends. Kershaw also manufactures a Standard Jack-All.



KERSHAW SELF-PROPELLED, BRUSH-TYPE KRIBBER – Designed for smaller rail-relaying gangs, this machine is used for cribbing and brushing ahead of adzers. The self-propelled feature allows you to set the machine at the desired cribbing depth. It then moves down the track automatically, cribbing and brushing at the desired depth.



-*first* in the development of original machines!



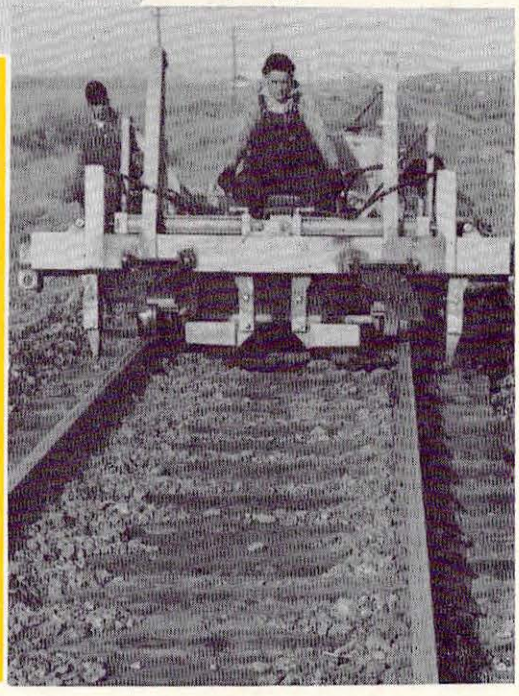
KERSHAW TRACK CRANE–A self-propelled machine, equipped with tie inserter, for use in timbering gangs. The Track Crane is used to redistribute and position new ties for insertion, to insert new ties, and to pick up and stack old ties.

KERSHAW TWO-WHEEL KRIBBER–Used for skeletonizing. The machine removes ballast from the center of the track and also from between the ties and outside the rails. . .

KERSHAW TIE BED SCARIFIER (with tie inserter attachment)–Used to scarify old cemented tie beds in timbering gangs, and for inserting ties. With special Crib Cleaning Attachment, it is used behind Two-Wheel Kribbers for removing all ballast, including ballast under the rail.

KERSHAW UTILITY TRAILER — Equipped with rails for moving trackwork equipment. Trailer comes in three models, single axle, double axle and triple axle, with capacities from 4,000 to 18,000 pounds. The machine also comes in models without rails for moving off track equipment. Only one man is needed to load and unload equipment onto track.

KERSHAW TRACK BROOM—Cleans car drippings and other waste materials from track, removing waste beyond shoulder and leaving cleanly swept track down to tops of ties. Used in classification yard tracks. The Track Broom also may be used in surfacing operations to remove loose ballast from track after surfacing.



Recognize This Symbol of Leadership

KERSHAW MANUFACTURING CO. INC.

MONTGOMERY ALABAMA

PLANNING FOR 1961

More Special Cars Seen

By F. N. HOUSER, Jr.
Associate Editor

► **The Story at a Glance: Car orders in 1961 will be closely related to carloadings, with final figures probably in the 50,000-car range. There will be great emphasis on piggyback cars for trailer and container-type services.**

Development of car components and freight cars for moving the traffic of this decade and the next has gone forward rapidly despite difficulties which confront railroads and their suppliers.

Reduced carloadings are not the sole problem. Traditional traffic patterns and methods of shipment are changing rapidly—and with this impetus the American freight-car fleet is also changing.

The change in the car fleet, according to Pullman-Standard, is part of a firm and positive course of action taken by railroads to get more business back on the rails. During 1960, practically all orders received by carbuilders have been for special cars—an indication that railroads are ready and willing to provide the special equipment needed to meet competition. Actually, most of these cars are carbuilders' standard design, with extra equipment which fits them for very specific operations.

The effects of this emphasis on specialized equipment are indicated by changes in U.S. freight-car ownership over the past 2½ years. The box-car fleet shrank by 5.5%, and the open-top hopper fleet went down by 6.5%. In this same interval, the number of covered hoppers went up by 20%, and flat-car ownership increased by 2%.

Both covered hoppers and flat cars are, today, doing jobs which were almost exclusively box-car assignments only a short time ago. Grain, flour, sugar, and many other bulk materials traditionally moved in box cars, today are moving in covered hoppers. The growth of the flat-car fleet is due almost solely to the booming of piggyback traffic.

Again, goods which move in trailers and containers are the same kind of materials which were hauled in box cars only a short time ago, if they moved by rail at all.

Today's conventional box car, while appearing much like earlier models to the casual observer, is, itself, becoming a highly specialized transportation tool. Nailable steel flooring, load dividers, long-travel cushion underframes, special loading devices, sliding and plug doors, and fiber-glass insulation are all intended to do special jobs for railroad customers.

Carbuilders are currently emphasizing piggyback developments. The ACF 85-ft "Hitchhiker" with attachments, the Pullman-Standard Lo-Dek and the skeleton container cars, and the General American racks for the 85-series cars which will enable them to handle livestock and plywood, are among the innovations which should attract attention during coming months.

Accepted concepts of freight-car utilization are also undergoing change. In a special coal movement on the Southern, ninety 100-ton gondolas today move the same tonnage which Southern Vice President D. W. Brosnan estimates would require 450 conventional 70-ton open-top hopper cars if the hoppers were loaded, moved, and unloaded in the traditional way (RA, June 20, p. 14). Trailer Train 85-ft piggyback cars average 200 miles per day, and about 2,000 TTX cars operated 118,958,000 miles during 1959.

Mergers Affect the Car Fleet

Changes in traffic patterns and improvements in car utilization resulting from some of the proposed railroad mergers will effect the U.S. freight-car fleet. Side-by-side mergers almost automatically bring together car fleets with a preponderance of the same types of cars. Last year's Norfolk & Western and Virginian merger combined two of the larger open-top-car ownerships.

For the first time in two decades, the U.S. car fleet has dropped below 2,000,000 cars. What we are seeing—and will continue to see—is a removal of the "fat" from the car fleet. Many conventional general-service cars are being replaced by smaller numbers of highly specialized cars. We also are seeing the acquisition of cars which must be utilized to the fullest to justify a higher first cost.

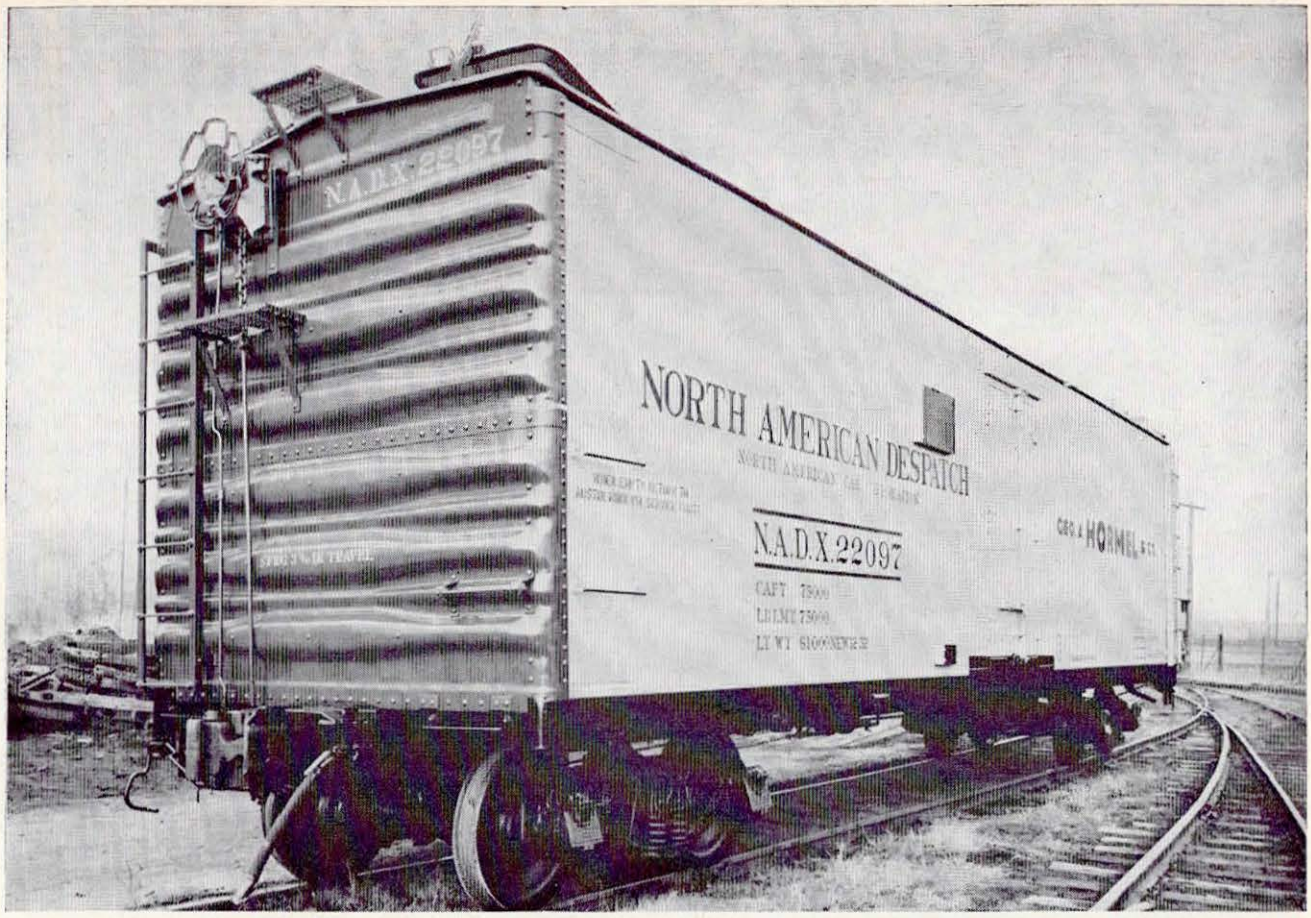
We may well be seeing the removal of the "cushion" of general service cars which has enabled railroads to go through previous periods of boom and national emergency without crippling car shortages.

This reserve capacity is probably a luxury today's railroads cannot afford. Cars already being intensively utilized and heavily loaded offer little possibility in the way of handling greatly increased traffic. With the present car fleet, it can be anticipated that an upturn in carloadings will almost inevitably be followed by rapid placement of car orders and speedy resumption of suspended car-repair programs.

Freight-car ownership of Class I railroads dropped by 77,036 cars between June 1958 and June 1960. On July 1, 1960, this ownership totaled 1,673,827. The bad-order ratio was 8.2%. Over the past two years a major factor in controlling the bad-order ratio has been some of the most extensive car retirements in rail history. The net effect has been a reduction in total numbers, and in the carrying capacity, of the U.S. car fleet.

Recent months have seen vindication of the journal lubricator program on which the AAR Mechanical Division has worked for several years. A Car Department Officers' Association report made last week stated that "1959 saw the servicing of the waste pack journal box sink to a new low." The most recent monthly AAR hotbox report indicates that lubricator-equipped cars had only 14% of the reportable hotboxes—this at a time when more than half of the U.S. cars had lubricators. Fewer than 20% of the hotboxes during the first six months of 1960 were on lubricator-equipped cars. From its present half-way mark, it is planned to push the lubricator program to completion during the coming months. Recent Interchange Rule changes are aimed at this goal.

Over 60% of new cars ordered by railroads and private car lines in the first six months of 1960 are to be equipped with roller bearings; for the entire year of 1959 the figure was over 40%. By March 31, 1960, there were roller bearings on 82,415 interchange and captive freight cars. The CDOA report says "there is no question that the rate of application will increase, and there is a strong possibility that roller bearings may become mandatory on all new cars in the near future . . . [However,] if the average number of new cars built per year over the past seven years is indicative of the replacement rate in the future, it will be 35 to 40 years before all cars are roller-bearing-equipped."



NORTH AMERICAN REFRIGERATOR CAR—UNDERFRAME AND SIDE ASSEMBLIES BY INTERNATIONAL STEEL COMPANY

Frank E. Cheshire says:
"End use and continued use—
the twin requirements of
purposeful design."

"Purposeful design is not dictated alone by shipper requirements for end use.

"True, today's freight car components must adapt to modern lading, loading and storage methods, but in achieving these new purposes, International Steel has never sacrificed the precision construction which means *more* service at *less* maintenance cost!

"Whatever the end use of the freight car, its end *purpose* is net revenue. So at International Steel, "purposeful design" means *continued* use as well as *end* use."

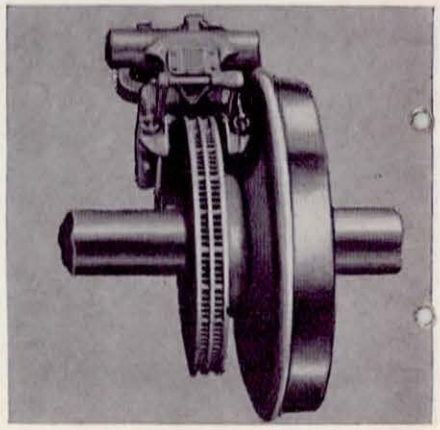
INTERNATIONAL STEEL COMPANY
RAILWAY DIVISION • EVANSVILLE, IND.

Precision fabricators of correctively designed components

Budd IS FIRST WITH NEW PASSENGER

1934—First stainless steel diesel powered streamliner, the Burlington Pioneer Zephyr, increased passenger revenues and reduced operating costs . . . traveled millions of miles without needing body repairs.

1937—First off-tread railway car brake, the Budd Disc Brake, provides longer shoe life, greater wheel life; smoother and faster stops.



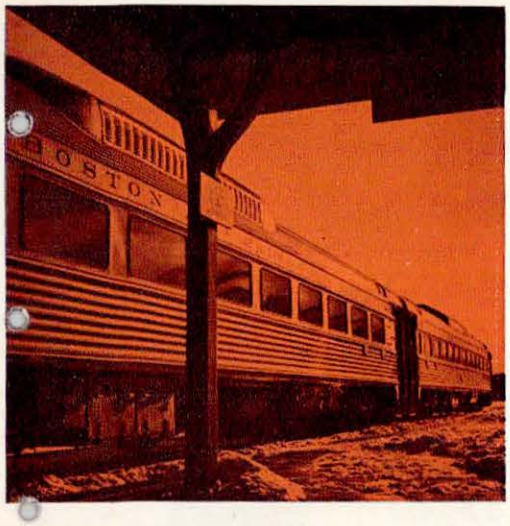
1950—First gallery suburban coach, with high passenger seating capacity in two-level arrangement, brings new economies to commuter service.

1956—First economy-fare sleeping car, the 40-bed Budd coach sleeper, offers private room accommodations at coach fares . . . operates at high occupancy on railroads from coast to coast.

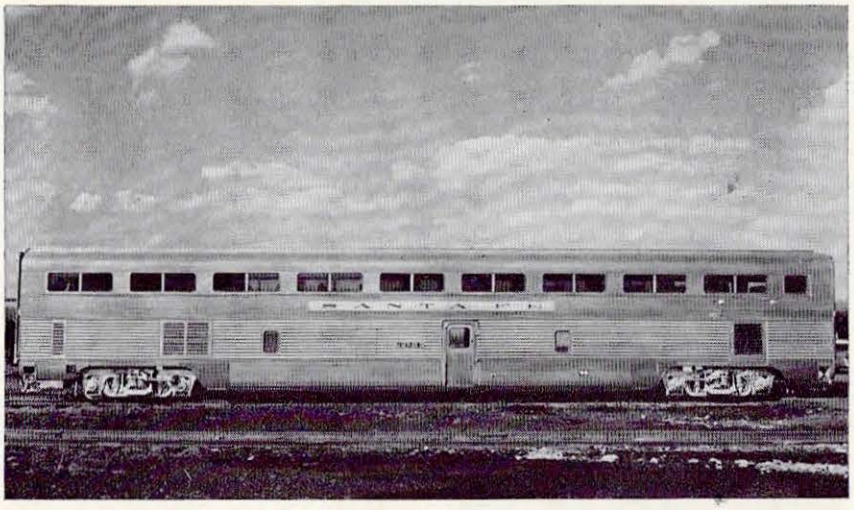
For nearly three decades, Budd pioneering designs, using stainless steel lightweight construction, have been making railway passenger equipment more attractive to the traveling public . . . more economical to railroads. Shown here are some significant Budd "firsts". Our experience and facilities are geared to keep this list of achievements constantly growing.

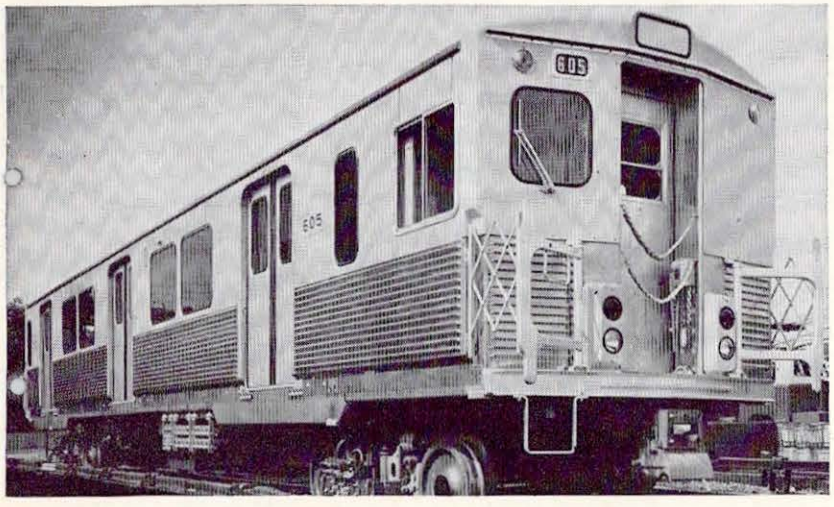
IDEAS THAT BRING YOU REVENUES . . . NEW SAVINGS

1950—First dependable self-propelled car, the Budd RDC Rail Diesel Car has high power-weight ratio, fast pick up; ideal for flexibility and economy on all types of service.

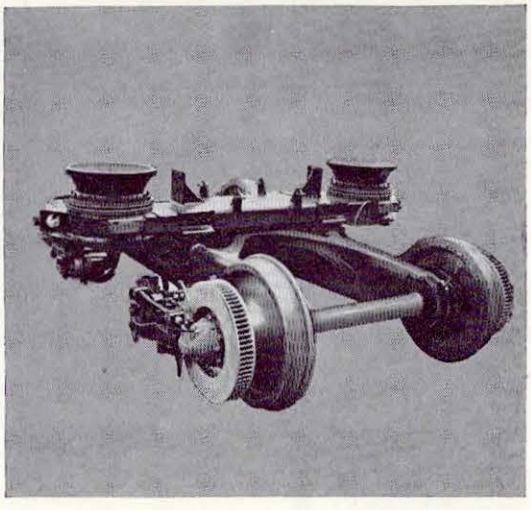


1954—First Hi-Level coach carries more passengers in quiet, pleasant atmosphere high above the rails . . . has twice as much space for seating, baggage storage and lounge facilities.





1960—First stainless steel transit car fleet is expected to save $6 million in operating and maintenance costs, for 270 new cars being built for Philadelphia's Market-Frankford subway-elevated line.



1956—First lightweight truck, Pioneer III, revolutionized truck design, all-air suspension, gives improved ride, lower maintenance and operating costs.

RAILWAY **Budd** DIVISION

THE BUDD COMPANY, PHILADELPHIA 15, PA.

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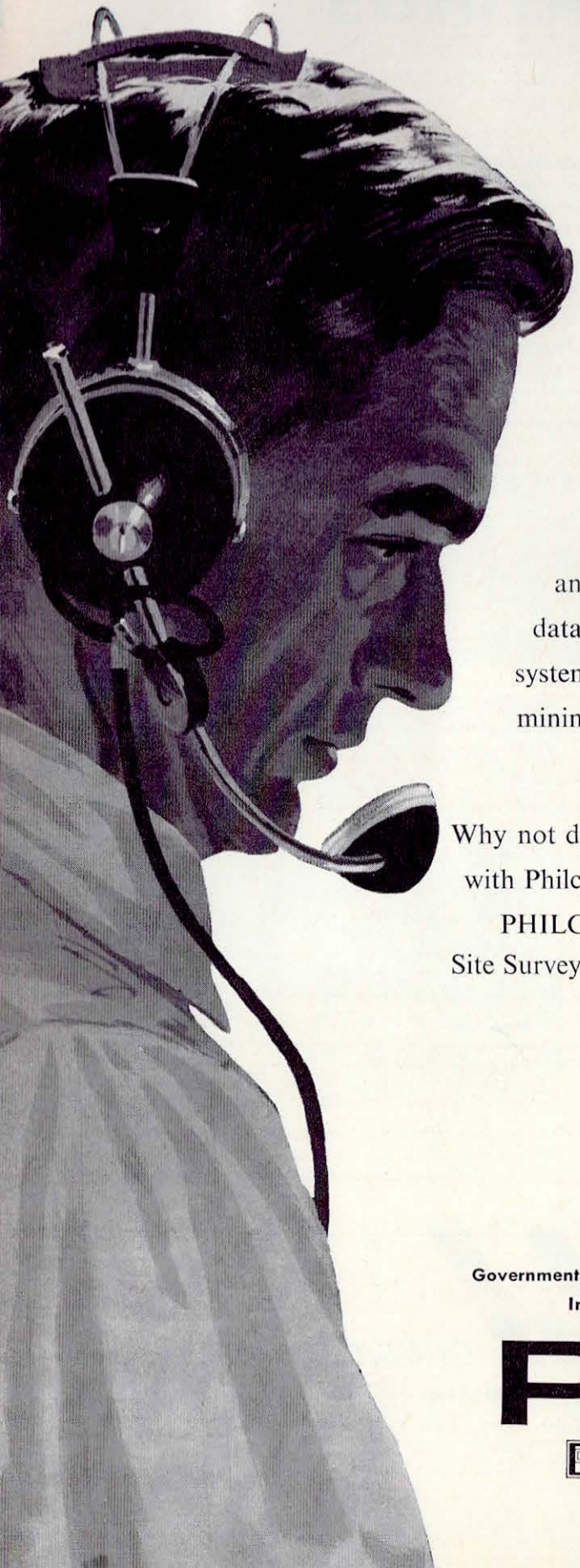
PHILCO MICROWAVE SYSTEMS

...for dependable, flexible, economical railroad communications



Custom designed to meet each specific requirement . . . and featuring the time-proved CLR-9 duplex terminal with wideband composite signal . . . Philco microwave systems provide highly reliable, unattended, point-to-point communications facilities for voice, teletype, and VHF links . . . plus high-speed data transmission. Philco microwave systems are highly reliable, and assure minimum maintenance and significant economies in operating costs.

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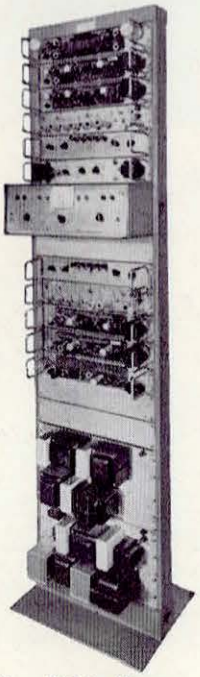

Philco CLR-9 Microwave Relay . . . with 240 voice channel capacity. Available in Common Carrier, Industrial and Government bands.

Government & Industrial Group, 4700 Wissahickon Avenue, Philadelphia 44, Pa.

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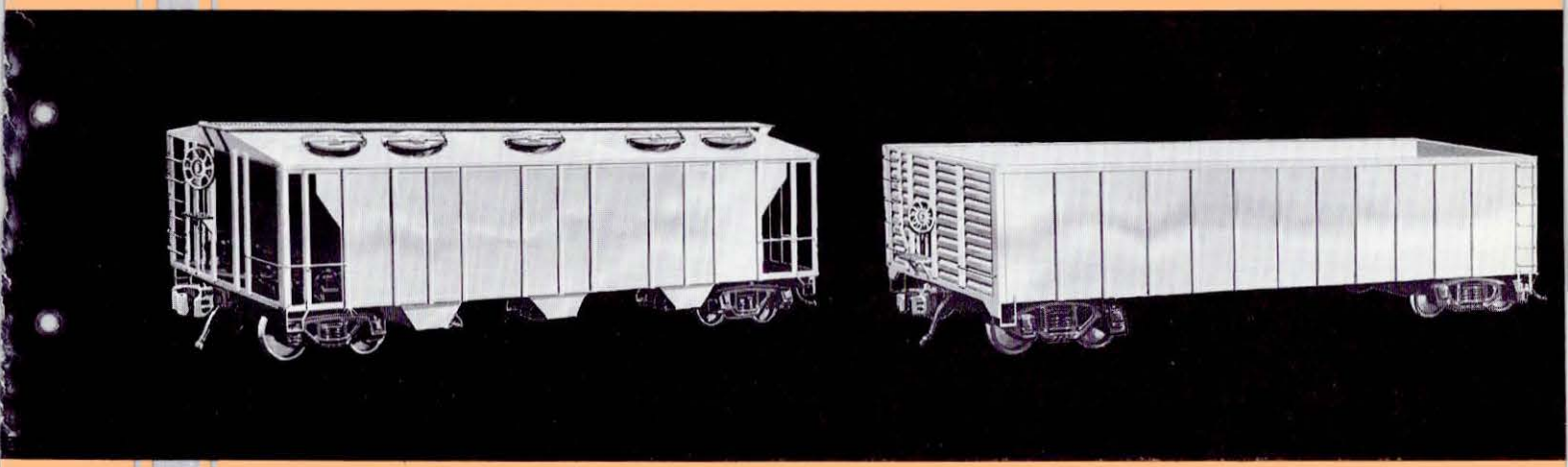
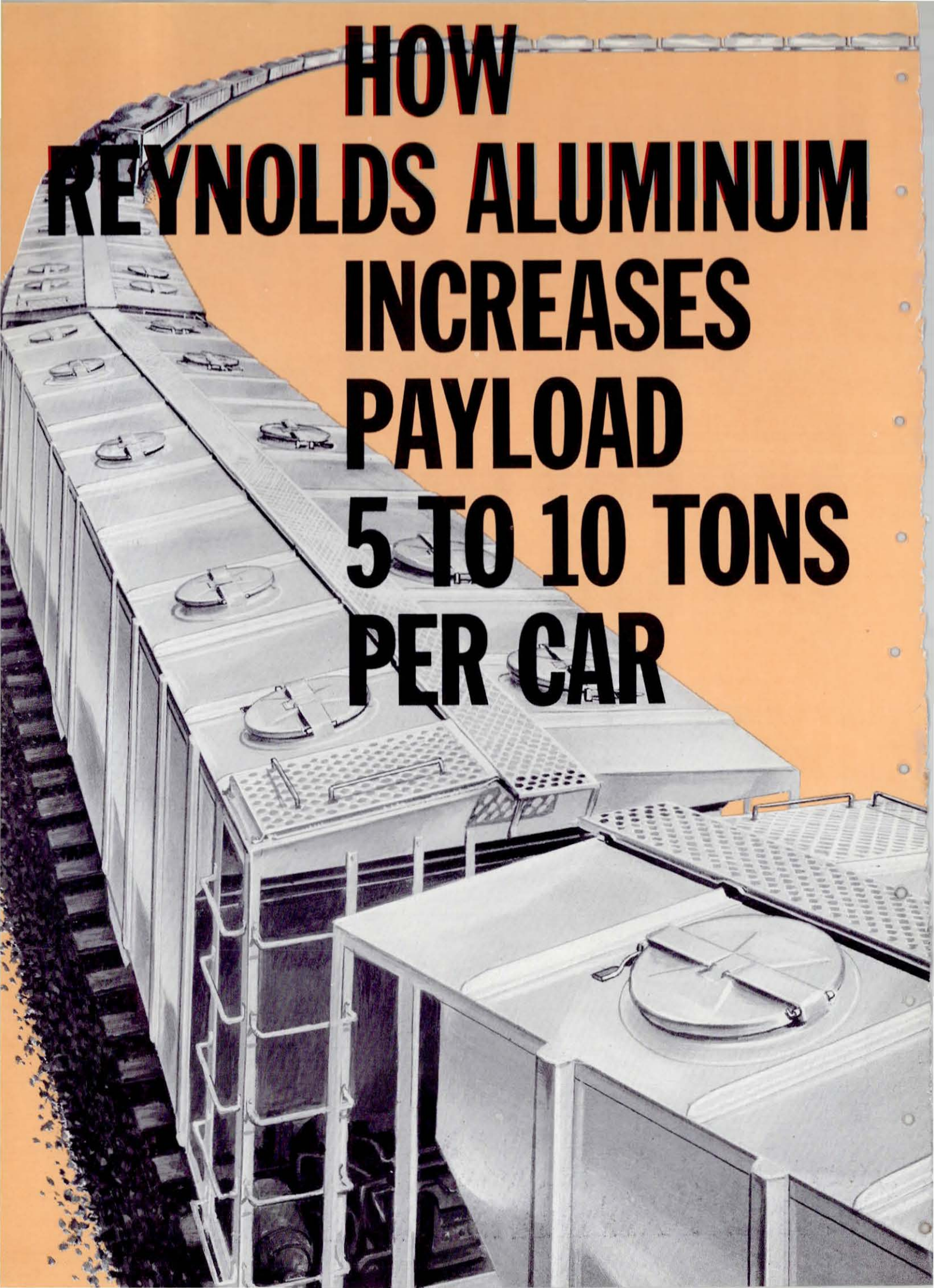
NOW! 100 Ton Payload Hopper and Gondola Cars made with REYNOLDS ALUMINUM



Here's what this important breakthrough means for the railroads:

Bigger Payloads
Better Return on Car Investment
Lower Maintenance
Reduced Operating Costs

HOW REYNOLDS ALUMINUM INCREASES PAYLOAD 5 TO 10 TONS PER CAR



Strong, Lightweight, Rustfree Aluminum Reduces Car Deadweight, Cuts Maintenance, Increases Profit in Hopper and Gondola Cars

More than 1,200 hopper and gondola cars with bodies of Reynolds Aluminum will soon be in service on American tracks. These cars, built by Pullman-Standard Car Mfg. Co. and Magor Car Corp., *will carry at least 5 tons more revenue-producing freight* than comparable steel cars! And, depending on the cargo, this payload gain could be as much as *10 tons* per car. Aluminum is the key to this bonus. These cars weigh less, so they can carry more within rail weight limits. And they'll earn that much more revenue every trip.

Now Possible—100 Ton Payload Cars

In fact, aluminum now makes it possible to build a 101 ton payload gondola car for coal service. It is the only practical material that's strong enough, rigid enough—and light enough—to give the car designer a "box" that will carry over 101 tons of payload within the total weight limit of 251,000 lbs.

Aluminum's weight-savings can work in two ways: You can have an aluminum car that is the same size as a steel car—but with less deadweight and increased operating economies. Or, you can build a bigger aluminum car which weighs the same as a smaller steel car—with greater payload and increased car revenue.

Major Savings in Maintenance

Aluminum cars will pay off in service, too. Because aluminum resists corrosion and will not rust, aluminum car side sheets can be expected to serve longer with less maintenance.

The aluminum cars will never need painting for protection, and they'll be easy to maintain and clean, even when handling such corrosive materials as salt, coal, cement, and many other bulk cargo commodities.

The new aluminum hopper and gondola cars will cost somewhat more initially when the price of the basic metal is considered alone. However, the owners can expect them to earn that difference back—in higher payloads—in just a few years. Maintenance savings are just that much more bonus.

There's a benefit waiting at the end of the aluminum cars' long life, as well: The aluminum scrap can return an important slice of the original cost to the owner.

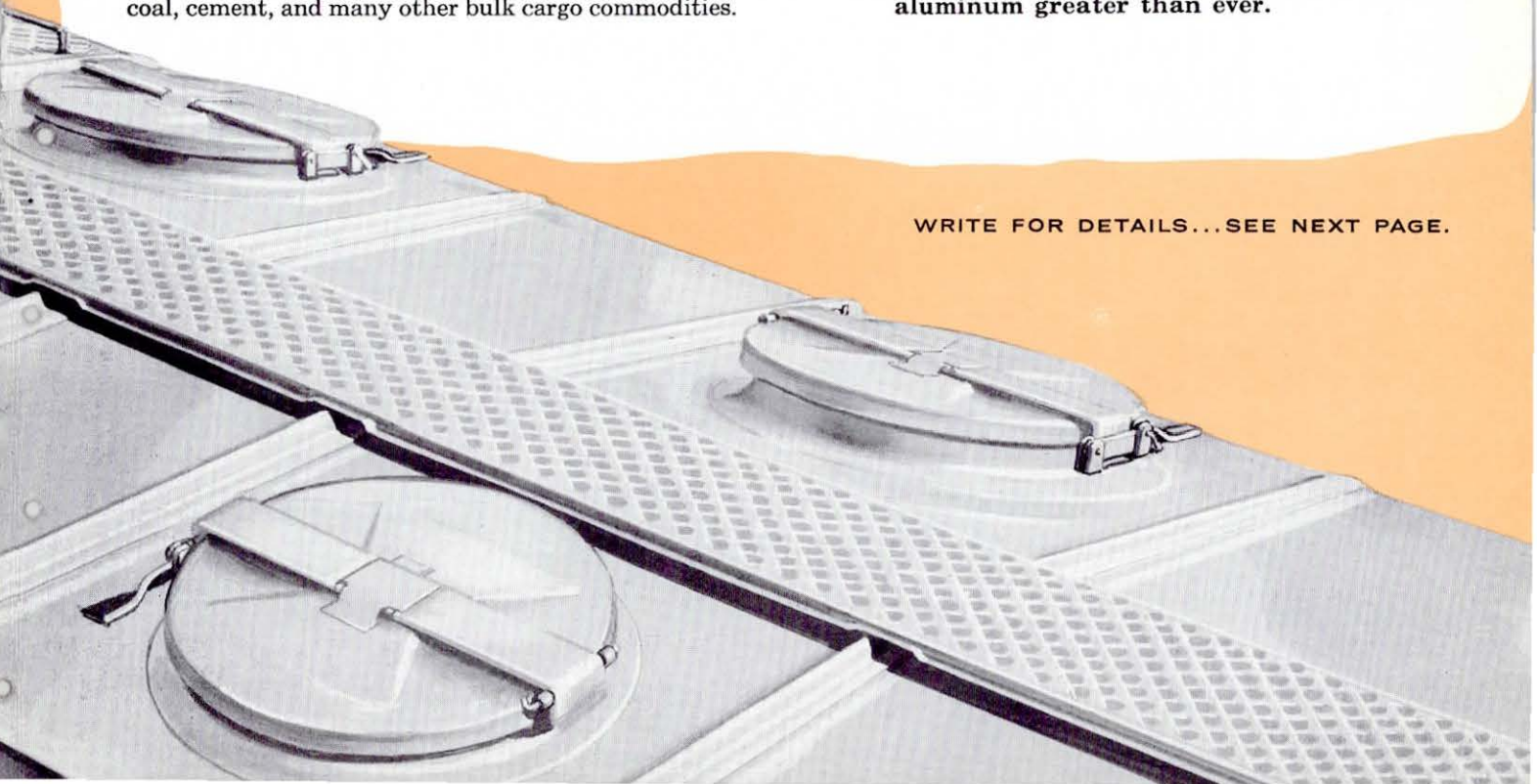
What Made Breakthrough Possible

The aluminum hopper and gondola cars were not born overnight. It took many years of intensive development work by Reynolds engineers and railroad teams—and long experience in producing aluminum for railroad service. Now, thanks to this effort, the railroad industry can look forward to greater car earnings, and important savings in rolling stock service.

Here's why:

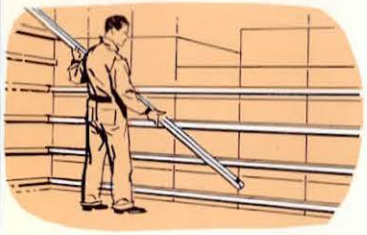
1. **Aluminum plate is available from Reynolds in a wide range of proper sizes for car construction.**
2. **Welding techniques have been developed to cut car construction costs with aluminum.**
3. **Reynolds Aluminum alloys offer resistance to corrosion by coal, chemicals, food products, and many other commodities.**
4. **Reynolds Aluminum railroad car stock prices make the economic advantages of aluminum greater than ever.**

WRITE FOR DETAILS...SEE NEXT PAGE.



Geared to Serve the Railroad Industry with Aluminum and Aluminum Know-how...

REYNOLDS ALUMINUM



The new hopper and gondola cars are but the latest in a long list of rail equipment improvements that light, strong, rustfree Reynolds Aluminum has made possible.

This versatile metal is cutting costs and improving service in a wide range of applications—in rolling stock, rail yard equipment and supplies. You'll find aluminum can cut your costs, too—in baggage car, box car and refrigerator car doors, floors and floor racks, freight car inner-liners, crossmembers, electrical equipment and conductors, crossbuck and operating signs, chain link fencing, and utility buildings.

For many years, Reynolds has supplied quality aluminum to the railroad industry, and it has supplied aluminum *know-how*, as well. Reynolds Engineering Department, with its wide experience in railroad applications, offers specialized technical assistance on the design and fabrication of rail equipment with aluminum.

For details on aluminum for any of these applications, or for information on technical and engineering services, contact the people who know aluminum for the railroad industry—Reynolds. Call the local Reynolds office, or write *Reynolds Metals Company, P. O. Box 2346-TL, Richmond 18, Va.*

REYNOLDS ALUMINUM

Watch Reynolds new TV show "Harrigan & Son", Fridays, starting October 7; also, "All Star Golf", Saturdays, resuming October 15—ABC-TV. And on Sunday, October 16, be sure to see the exclusive showing of America's new 1961 cars on The National Automobile Show, direct from Detroit over CBS-TV, 6 to 7 P.M. EDST.

PLANNING FOR 1961

For S&C 1961 Will = '60

By ROBERT W. McKNIGHT
Signaling & Communications Editor

► **The Story at a Glance: Communications and signaling activities in 1961 should hold at about 1960 levels, although the dollar volume may show a slight decline.**

Data transmission communications and expanded dial telephone service will highlight activity in 1961. Several roads will be working on such projects that carry over from this year. Radio replacement may well be a significant factor in 1961 communications buying programs.

Much 1961 signal activity will consist of holdover projects, like centralized traffic control, that take two years to complete. The federal highway program will boost highway crossing protection installation activity, especially in rural areas.

Communications installations of carrier equipment will probably continue at a high rate in 1961 due to the expanding needs of railroads for dial telephone service and data transmission. Several large railroads are planning extensive additions to their data transmission networks in anticipation of delivery next year of large solid-state computers. Many of these circuit additions are to be for 75 wpm teleprinters.

Several small- to medium-sized railroads, responding to a Railway Age survey, are planning to install direct distance dialing. Circuits for these DDD systems are to be derived from carrier on existing line wires. Major rebuilding of pole line facilities was reported by several roads, with some planning to install aluminum line wire.

A growing market for carrier equipment is resulting from dispatcher consolidations being carried out by many railroads. With more CTC being installed, plus the operating improvements of centralized dispatching, a trend has developed to locate dispatchers at regional headquarters. This is in contrast to having dispatchers at division offices. Some dispatcher moves result from division consolidations. When moving dispatchers, many railroads install carrier to handle the dispatcher's circuit from the old location to the new central dispatching point.

Microwave activity for 1961 should continue strong because of the carry-over from this year, plus the fact that several roads are planning to begin construction of new systems next year.

Radio appears to be making a strong bid for railroad communications money. Several medium-sized roads are planning extensive dispatcher-controlled train-to-wayside radio installations for 1961. One large Class I railroad, which has not made extensive radio installations in the past, is stepping up its radio installation program next year.

Also, the radio replacement market is becoming sizable. Several reporting railroads indicate they plan to replace radio equipment on 30 to 50 locomotives and cabooses. This replacement market should continue for several years. There are probably about a minimum of 50,000 overage radio units that should be replaced soon.

Railway Age's survey of 1961 communications expenditures and construction brought replies from 17 small to medium-sized Class I railroads. These roads planned expenditures for 1961 of approximately $6 million. Most larger Class I railroads said it is too early for them to have any definite information about next year's budgets and construction programs. One road communications superintendent replied that his 1961 budget will be submitted to management in October, and is usually approved by the first of December.

From this Railway Age survey and conversations with railroad men, it appears that communications activity for 1961 should hold to the 1960 rate, and might well exceed it, if earnings improve. Those roads with computers scheduled for next year are meeting their communications requirements. This data transmission factor will play an important role in railroad communications activity for the next several years.

Signal Activity May Rise

Signaling expenditures by 22 small to medium Class I railroads will reach $13.7 million for 1961, according to a Railway Age survey. The larger Class I roads reported that their budgets are still in the formative stages, and it is too early to report precise figures. The reports of the smaller roads would tend to indicate a potential signal market that is far from saturated. While many larger roads have been making extensive signal installations in recent years, many of these smaller roads have been doing maintenance work. Hence the reporting roads are planning to undertake sizable capital improvement programs.

Another important phase of 1961 signal construction activity will be to continue and complete many projects started this year. In addition to several subway signal projects, on many roads major CTC and yard construction programs will continue into 1961. For example, the NYC retarder classification yard at Detroit, Mich., begun in July, will probably be completed next year. Other retarder yard construction continuing into 1961 will be the yard at North Little Rock, Ark., on the MP and at Pine Bluff on the StLSW. At least four other modern yards are under study for possible construction starts in 1961.

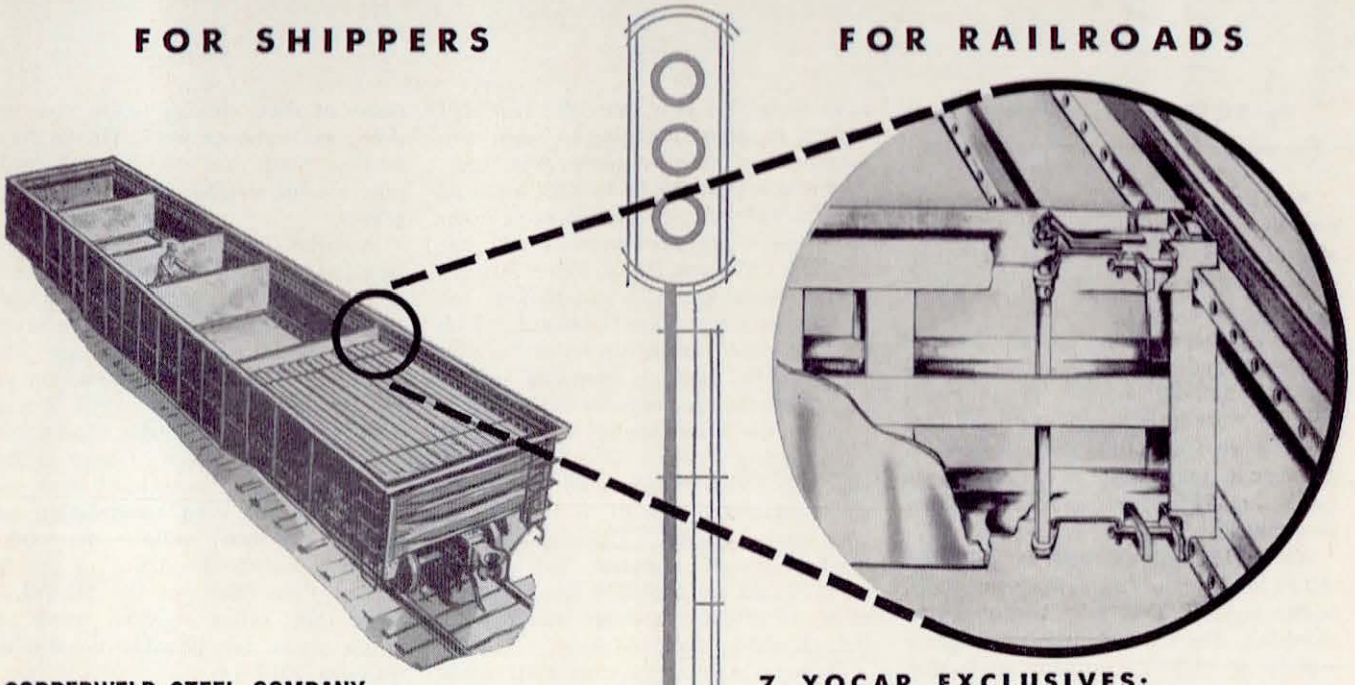
The Georgia & Florida is one of several railroads that will benefit from the federal aid program that will provide funds for crossing protection equipment. With the steady increase in vehicular registrations in every state, railroad highway grade crossing safety remains a paramount issue. Where switching is done, delays to vehicular traffic can be considerable. To improve safety and reduce vehicular traffic delays, many railroads are installing gates and flashers with timing sections and automatic cut-outs and restarts. "Some of these crossing jobs are as complex as a small interlocking," remarked a signal engineer recently. "You can expect to see many more of these complex crossing projects, because of the big growth in highway traffic," he stated.

With the steady growth toward longer trains, as well as "hotshot" piggyback trains, hotbox detectors will be installed in ever-increasing numbers. Several roads in the survey reported multiple hotbox detector installations planned for 1961. Southern, in an ICC application, said it wants to install 99 dragging equipment detectors at hotbox detector locations on its system.

A few larger railroads which plan smaller capital expenditures next year, indicated that maintenance expenditures will probably be increased. As reconstruction of some signal facilities is carried out under maintenance programs, total signal maintenance and construction activity in 1961 might well equal or surpass this year's rate.

How "RoLLoK" Movable Bulkheads Solve Shipping Problems . . .

FOR SHIPPERS **FOR RAILROADS**



COPPERWELD STEEL COMPANY, WARREN, OHIO, MANUFACTURERS OF ARISTOLOY, THE ARISTOCRAT OF ALLOY STEELS, REPORTS:

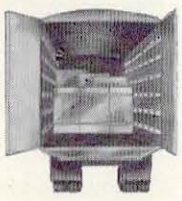
"Yocar movable bulkheads save us up to 1800 pounds of dunnage and 6 man-hours per car. They require a minimum of effort to position and lock for shipping. To date all loads have arrived without damage claim." Copperweld is just one of many shippers saving time and money with Yocar safe shipping devices.

No matter what **your** product or shipping problem, Yocar can help solve it. Give us a call.

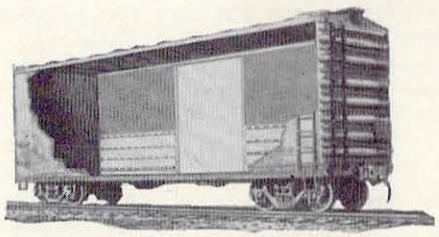
7 YOCAR EXCLUSIVES:

- "ZEE" TRACKS . . . Cut installation time in half over double angle construction.
- OVERSIZED CASE-HARDENED LOCKING PINS . . . Easy operating, allows for distortion of side walls.
- ROLLER SUSPENSION . . . Case-hardened rollers allow fast, effortless positioning.
- FOUR PER CAR SET . . . Meets AISI Traffic Committee's recommendation for 48" high car walls.
- POWERFULLY BOLSTERED . . . by five 6" "I" beams . . . built to last.
- PERFECT COMPANION . . . for Yocar 3-section roofs.
- TWO FACINGS available . . . no extra cost . . . choose ¼" steel or wood.

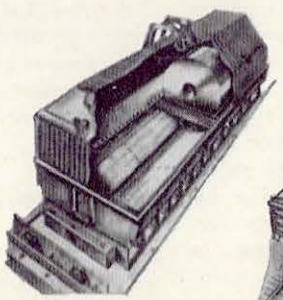
YOCAR MAKES A COMPLETE LINE OF DAMAGE CONTROL DEVICES



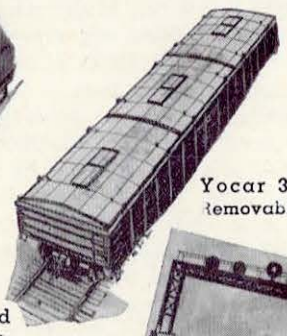
Safe-Cargo Anchor Rails for piggy-back trailers.



Yocar Safe-Cargo Econo-Guard —increases car wall life.



Shock-Spring Coil Skids and protective hood with seam-lock and corner strength.



Yocar 3-Section Removable Roofs.

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Cleans Ballast while positioning it perfectly for *tamping*

Now, correct ballast placement is supplemented by effective ballast cleaning—with important savings through using existing ballast.

Only this machine positions ballast for proper tamping! Picking up ballast from intertrack space and shoulder, the machine deposits in the volume desired on both sides of the rails for any raise.

Dirt is separated from the ballast by a vibrating screen, then conveyed clear of the shoulder. This feature is applicable to any existing McWilliams Ballast Distributor.

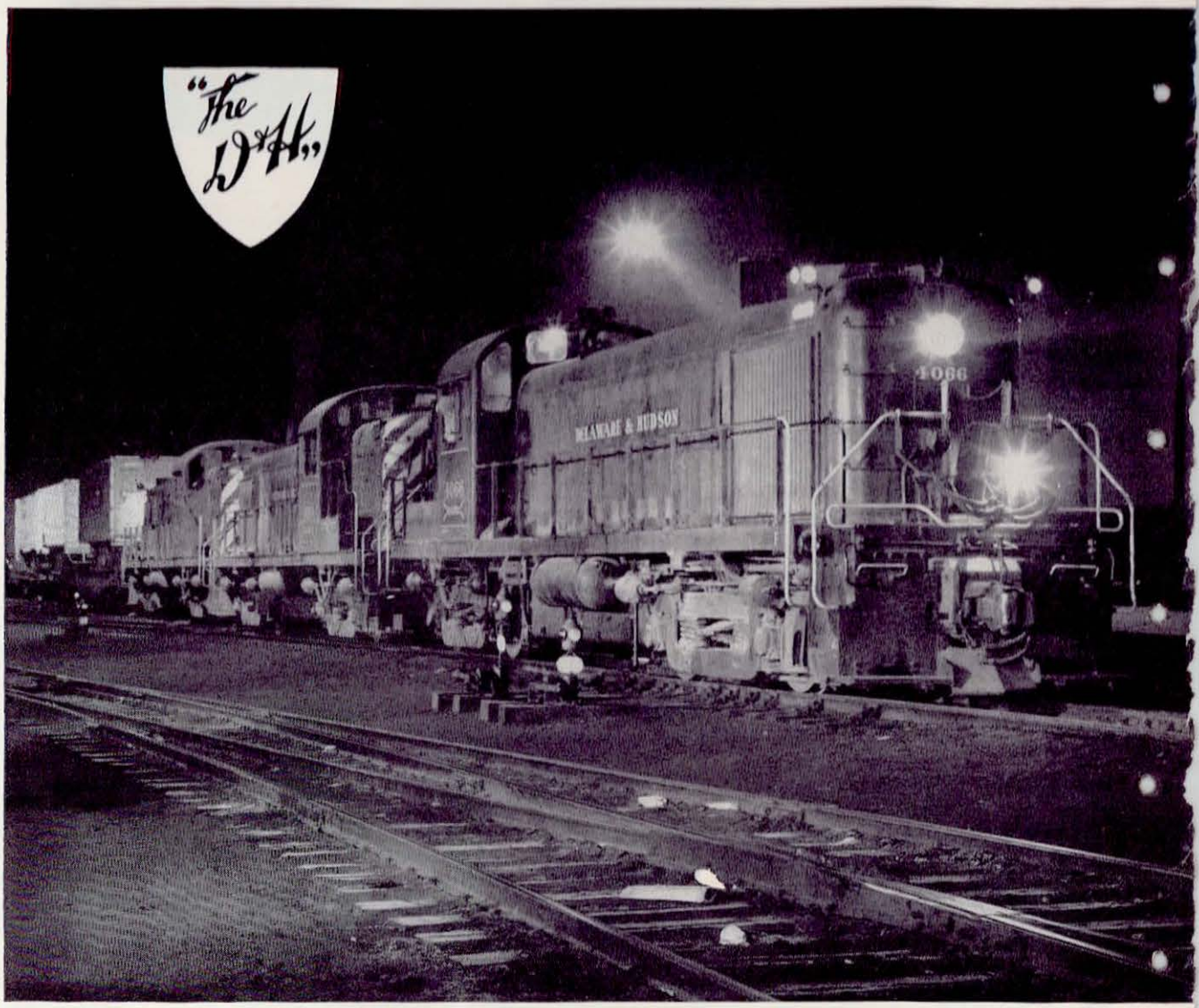
35 YEARS OF SERVICE TO THE RAILROADS 1925-1960

GEARED TO PROGRESS P R I MEMBER

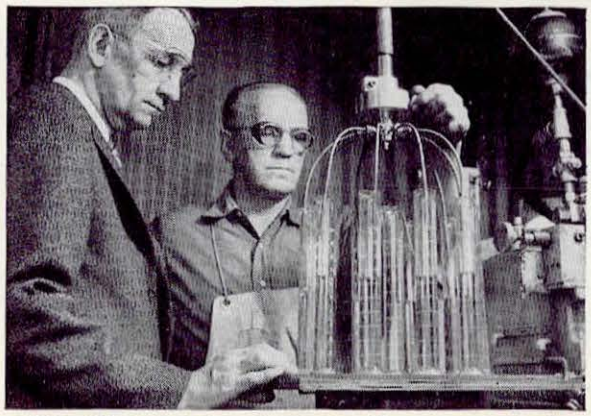
Railway Maintenance Corporation

BOX 1888 PITTSBURGH 30, PA.

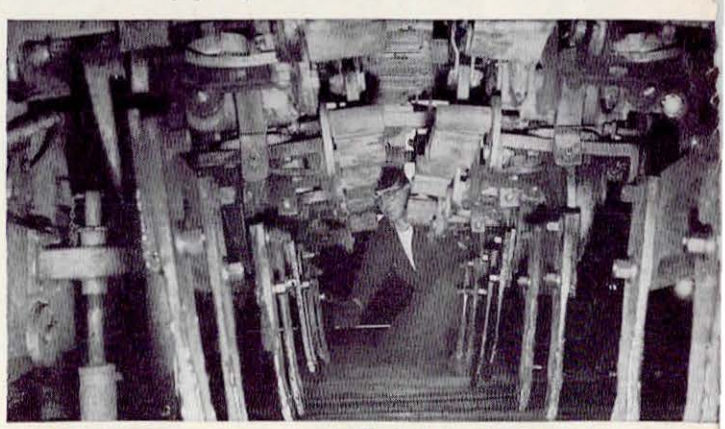
How the D&H meets the Challeng



12:30 A.M. At Mechanicville, D&H diesels pick up MB-12, a hot-shot PIGGY-BACK freight for Binghamton. The D&H relies on Mobil top-quality fuels and lubricants.



FUEL INJECTOR MAINTENANCE. On a yearly basis, every D&H fuel injector nozzle is pop tested on a calibrated stand under pressure from a hydraulically operated injection pump. Here, Mobil Lubrication Engineer H. D. Alsdorf and a D&H technician perform experimental tests with a new Mobil device designed to reveal injector delivery characteristics.



MULTIPLE BALLAST TAMPER. The D&H maintenance-of-way program is mechanized and modernized to an exceptional degree. Power track brooms, multiple ballast tampers, track liners, spike drivers, spike pullers, tie bed scarifiers, spot tampers, ballast regulators and the like—all are maintained with Mobil lubricants and hydraulic oils.

# of Modern Railroading!

Progressive operating and maintenance procedures keep this road on a profit-paying basis.

As a bridge line between New England and the South and West, the Delaware & Hudson provides a vital link for freight traffic from surrounding roads. The road's working philosophy, "do the job better," incorporates up-to-the-minute operating methods and maintenance techniques that have achieved excellent results.

Electronics play an important operational role. Centralized Traffic Control facilitates routing and scheduling. Radio increases the efficiency of train operations. Closed Circuit TV promotes public safety at grade crossings. A Machine Records Room at Albany is connected to all yard offices by electronic transmitters and receivers.

The D&H continually improves its rolling stock and right of way . . . and keeps its equipment efficient with thorough maintenance. For example, used lube oil is checked monthly, by a variety of tests, including the Mobil Fotoscope. Oil filter cans and cooler coils are cleaned mechanically. In all, a modern, highly successful operation that benefits shippers and the D&H alike.

Mobil

RAILROAD PRODUCTS

94 years of helpful association with America's Railroad Industry

Mobil Oil Company, 150 East 42nd St., New York 17, N.Y. • 59 East Van Buren St., Chicago 5, Ill.

HOW MOBIL IS PREPARED TO HELP TODAY'S RAILROADS MEET THIS CHALLENGE

Mobil lubricants, Mobil diesel fuels, and Mobil experience play a prominent part in the operation and maintenance of railroad rolling stock. Here are some of the ways in which Mobil may be able to help you:

PRODUCT—Mobil products have proven themselves in actual performance on America's leading railroads. They're always of highest quality . . . uniformly consistent.

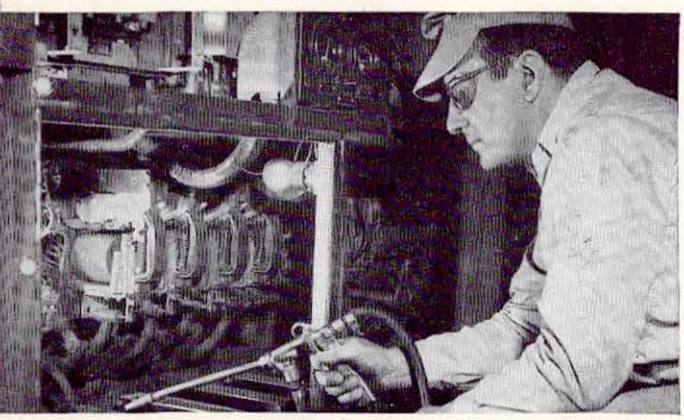
RESEARCH—Mobil's never-ending research on fuels, lubricants, and refining processes results in continually improved products for you.

SPECIAL PERSONAL SERVICE—Mobil laboratories assist customers with specific problems involving application of products.

ENGINEERING ASSISTANCE—Mobil service men average over 25 years' experience. These men understand not only petroleum products . . . but railroading, too.

TECHNICAL INFORMATION—Mobil freely distributes technical information to interested railroad personnel. Both the pros and cons of technical problems are thoroughly and frankly presented.

SUPPLY POINTS—Strategic location of 13 refineries and 20 product compounding plants provides convenient supply points.



ELECTRICAL CLEANING. Regular light maintenance procedures on D&H electrical equipment include checking and adjusting of all equipment when engines are shopped for monthly, quarterly and semi-annual inspections. Also included is regular cleaning of related equipment such as electrical control panel boards. Equipment is sprayed with Mobil Electrical Cleaner, which is then removed with compressed air.

LEAKAGE TESTING. D&H devised, this test shows which cylinder heads might be leaking cooling water through minute cracks. Glass sight tubes are installed in the outlet risers and shopped engines are put on load box under operating conditions. Thus, any fissures present permit not only water leakage but the escape of combustion gas which can be seen as bubbles through the sight tubes, isolating offending cylinder heads.

PLANNING FOR 1961

Yellow Board for TOFC?

By GARDNER C. HUDSON
Traffic & Transportation Editor

► **The Story at a Glance: What will happen to TOFC traffic in the rest of 1960 probably depends more on the course of general business than anything else. Beyond that, its long-term prospects look good—for railroads and suppliers alike—despite the temporary disappointment of an adverse report in the Plan III-IV case.**

Up to mid-August, trailer-on-flat car service looked like the brightest spot in the whole railroad traffic picture.

In 1960's first 33 weeks, up to Aug. 20, piggyback carloadings had increased 35.5%—to 348,514 against 257,216 in the corresponding weeks of 1959. More encouraging still, the gain took place in a period when total carloadings of all types dropped by 1.6%—from 20,106,345 last year to 19,777,758 this year. So far as anyone could see, TOFC's track was clear and all the lights were green. It seemed reasonable to assume that its growth would continue, and that substantial quantities of new equipment would soon be needed to accommodate that growth.

Then late in August a yellow caution signal flashed ahead, in the shape of Interstate Commerce Commission Examiner George A. Dahan's proposed report in ICC Docket No. 32533. That proceeding embraces several related cases, covering various Plan III and IV piggyback rates and services involving transportation by major eastern and western railroads of shipper-owned or shipper-leased trailers on railroad or shipper flat cars. The examiner's findings would have the Commission condemn those rates as "unjust and unreasonable, otherwise unlawful, against the public interest, and in contravention of the national transportation policy."

The rates thus assailed continue, of course, in effect. Traffic continues to move under them. The report may slow down, or even halt temporarily, the growth of Plans III and IV, or shipper willingness to invest in equipment necessary to take advantage of them. For the present, however, it doesn't seem likely to do more than that. It isn't yet, in other words, a full "stop" signal against all TOFC service, for at least three reasons:

1) It does not affect Plans I and II.

2) It runs directly counter to a slightly earlier report by ICC Examiner Lawrence B. Dunn, who, in Docket No. 33021, recommended approval of Baltimore & Ohio Plan IV all-commodity rates for mixed freight in containers on flat cars (RA, July 25, p. 14).

3) It is subject to exception; to consideration by a division of the Commission or perhaps by the full Commission; and, if ultimately desirable, to court review. "It may be years before the matter is finally settled," in the opinion of one knowledgeable railroad man.

Meantime, there is still good ground for optimism regarding further growth at least of Plan II. "We're continuing to show a nice increase each month," says an eastern road which concentrates most of its effort on providing that all-rail type of piggyback.

Business Will Govern

What will happen during the next few months probably depends on the course of general business more than on any other one factor. Given a pick-up in steel, and some other industries, to set the stage for the normal fall upswing in general traffic, piggyback loadings might easily top 12,000 cars, reach nearly 20,000 trailers, in some of the busier weeks.

Plan II trailers, however, are already in tight supply in some places, even at the current under-11,000-car weekly loading level. Conceivably, therefore, the limiting factor in piggyback traffic for the balance of 1960 could be availability of equipment rather than availability of business.

For the longer term—1961 and beyond—the picture still appears bright. The steady upward trend of piggyback loadings could be temporarily interrupted, of course, if the ICC should uphold Examiner Dahan by ordering cancellation of the Plan III and IV rates which he condemned. Should that happen, however, the railroads will undoubtedly try other means of attracting private trucks to TOFC movement.

Sooner or later they will succeed. There is too much traffic at stake for them not to try, and try again if necessary. There are too many shippers, judging from the record in 32533, who, having experienced some of the headaches of private trucking, would like to have some of their vehicles moved by rail. Even Examiner Dahan concedes that the truck protestants in the Plan III-IV case "do not dispute the right of a railroad to transport the freight-laden trailers of a shipper in piggyback service."

So, interrupted though it may be, the continued growth of piggyback seems sure to continue.

This, inevitably, will mean purchase by the railroads or by pooling and leasing agencies, of more piggyback cars. It will mean, too, procurement by railroads, shippers, or leasing companies, of more trailers. What these purchases might total is anybody's guess, but last June, at the annual meeting of the AAR's Purchases & Stores Division, Vice President George L. Green of Pullman-Standard predicted a piggyback fleet of from 65,000 to 85,000 cars by 1970. His estimate was predicated on his estimate that TOFC would account for 10% of all railroad ton-miles by 1965; 25% by 1970. To handle this traffic, he calculated, railroads would buy from 3,000 to 6,000 piggyback cars in each of the next five years; double that figure to 6,000-12,000 cars in each of the five years after that. Mr. Green's figures still look like the best available.

In considering this, or any other estimate of piggyback's future, however, it must be remembered that year-to-year growth, percentage-wise, may be slower than in the immediate past. That's no cause for alarm, because the bases against which future growth must occur will be more substantial. The 1958-59 increase of about 135,000 cars, measured against the 1958 base of 275,000 cars, was roughly 50%. A similar increase in 1961, measured against the probable 1960 base of more than 500,000 cars, would be only about 25%.

New traffic may be harder to obtain. Truckers' use of Plan I hasn't been growing too rapidly—partly, perhaps, because truck traffic generally has been in something of a slump just like rail traffic. Much of the easiest-to-get cream of Plan II business may already have been skimmed. Forwarder traffic already moving by Plans III and IV probably represents the quick business there, too—at least until a favorable ICC ruling provides inducement for private shippers to move into those plans.

SPECIFY

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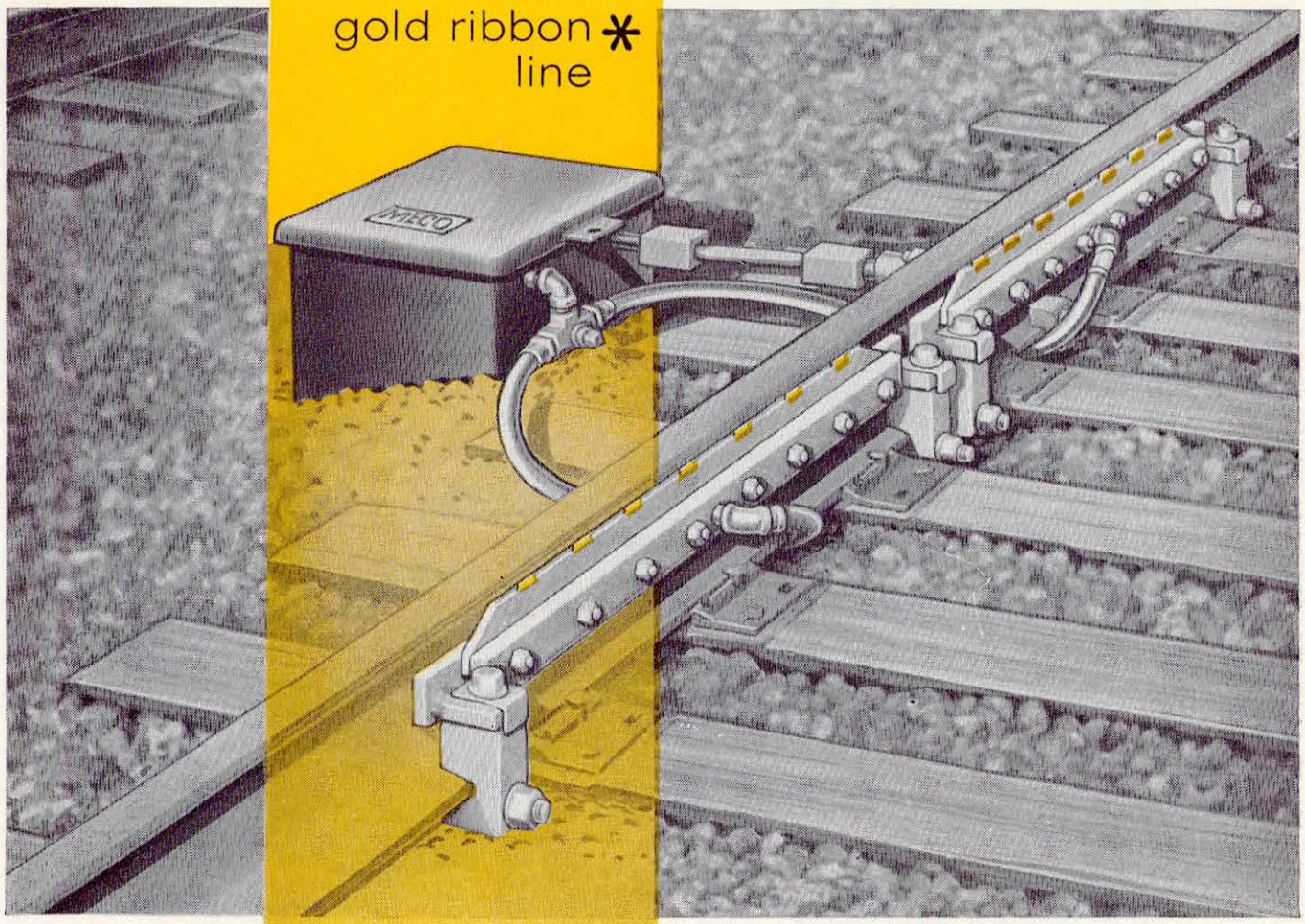
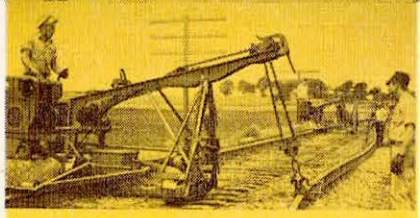
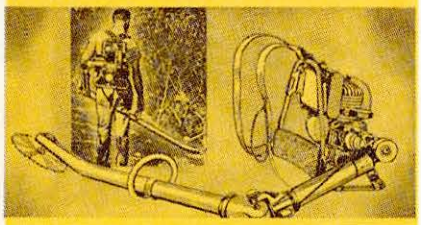


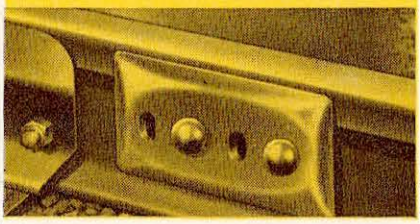
the MECO gold ribbon line includes:



COST-CUTTING POWER RAIL LAYER



HIGH-SPEED BRUSHCUTTER



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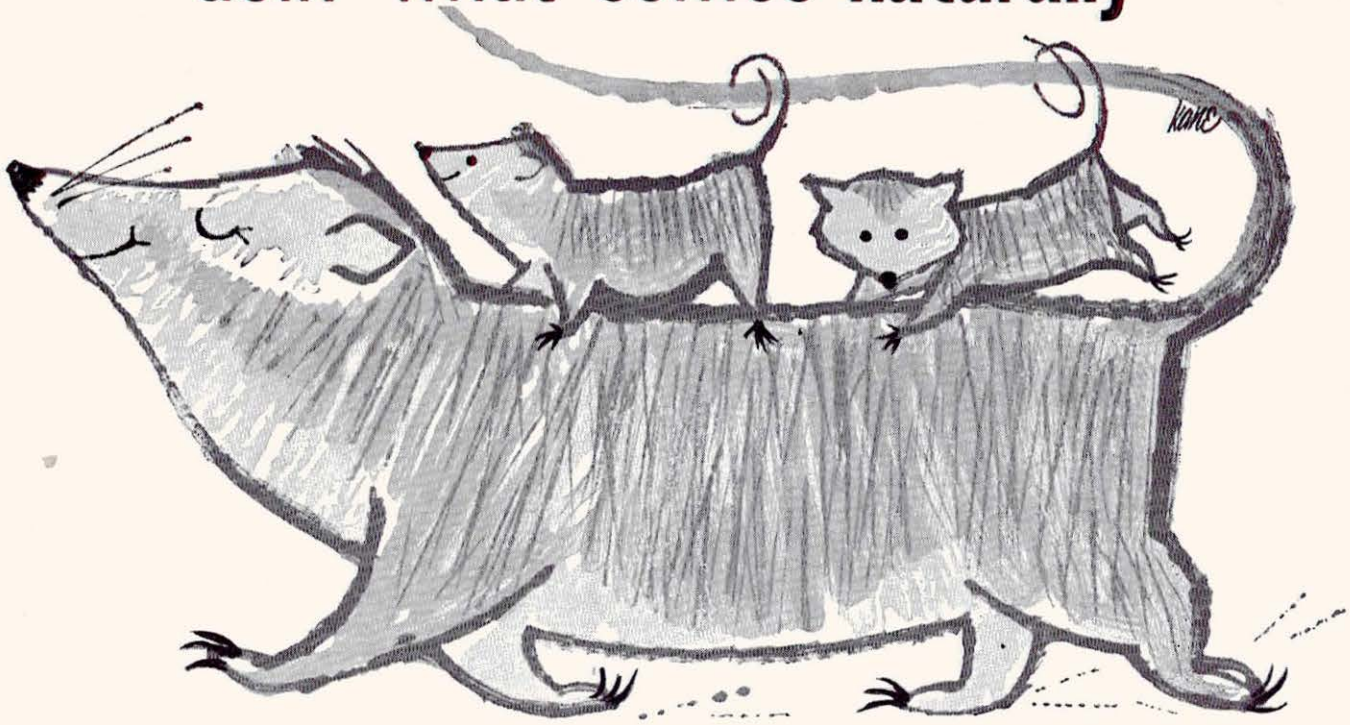

The G-85 was conceived and engineered exclusively for efficient piggybacking

Sure, you can piggyback on a converted flatcar. But this makeshift has many shortcomings. That's why General American developed a real piggyback car, the G-85.

The G-85 does an outstanding job. Securing the trailer is a one-man operation done from within the cab. Center guide rails assure automatic alignment. It loads and unloads faster, weighs less, carries more payload, carries containers, vans, auto carriers and trailers . . . in any combination. It gives better protection against shock, provides lower clearance, needs no expensive loading equipment—and is compatible with all other piggyback cars.

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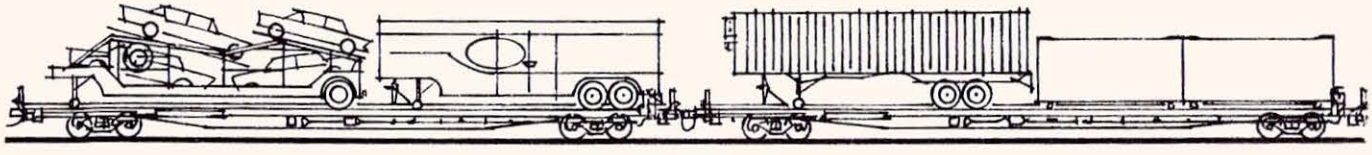

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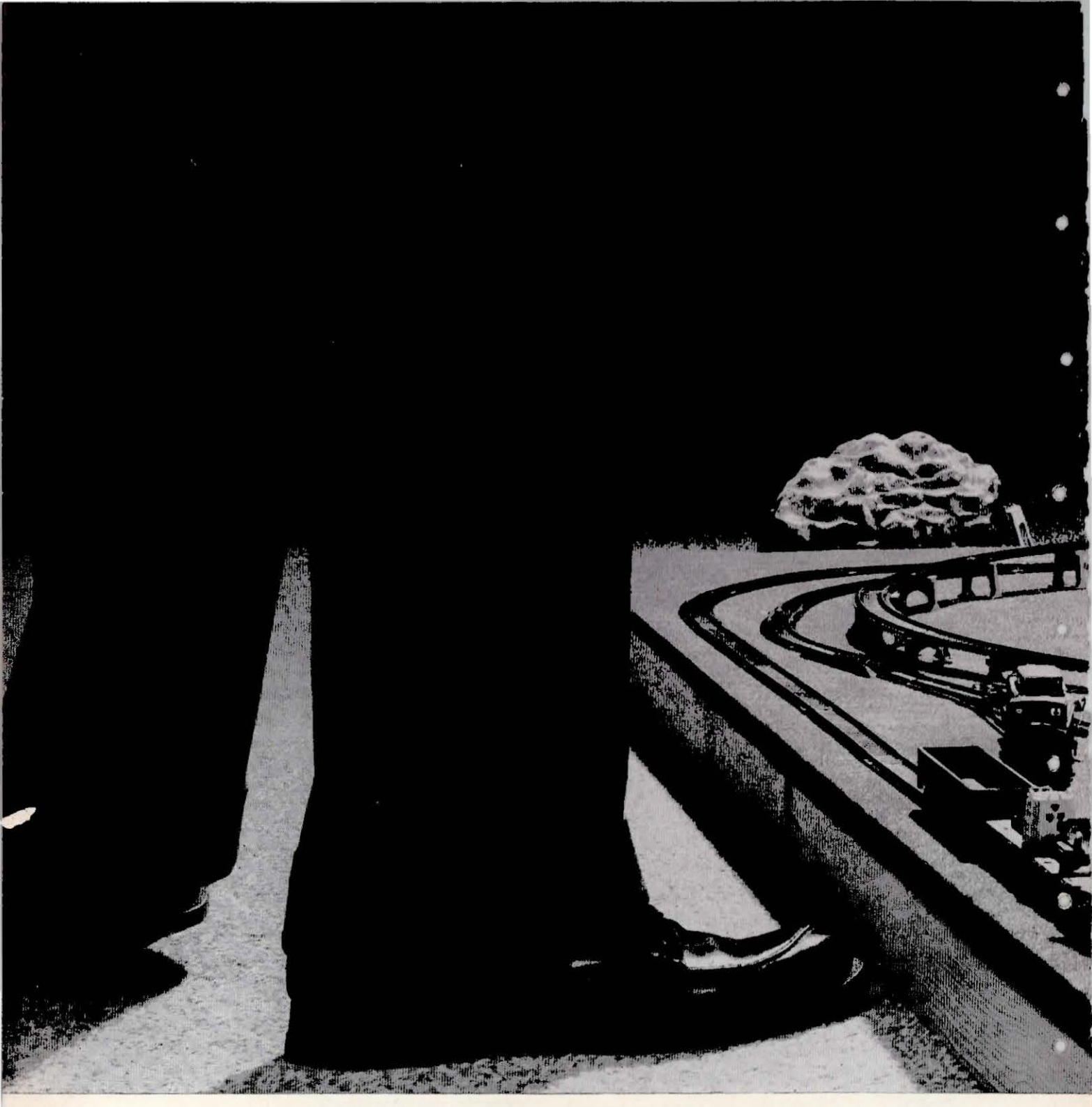

"You run your railroad

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• • •

Message for mature railroaders. Why not run your road the same confident, competitive, easy way—from one comfortable spot, with Union CTC.

What difference does it make? CTC makes more money for you. You get more efficient use from your existing tracks and equipment. Trains move faster—customers grow friendlier.

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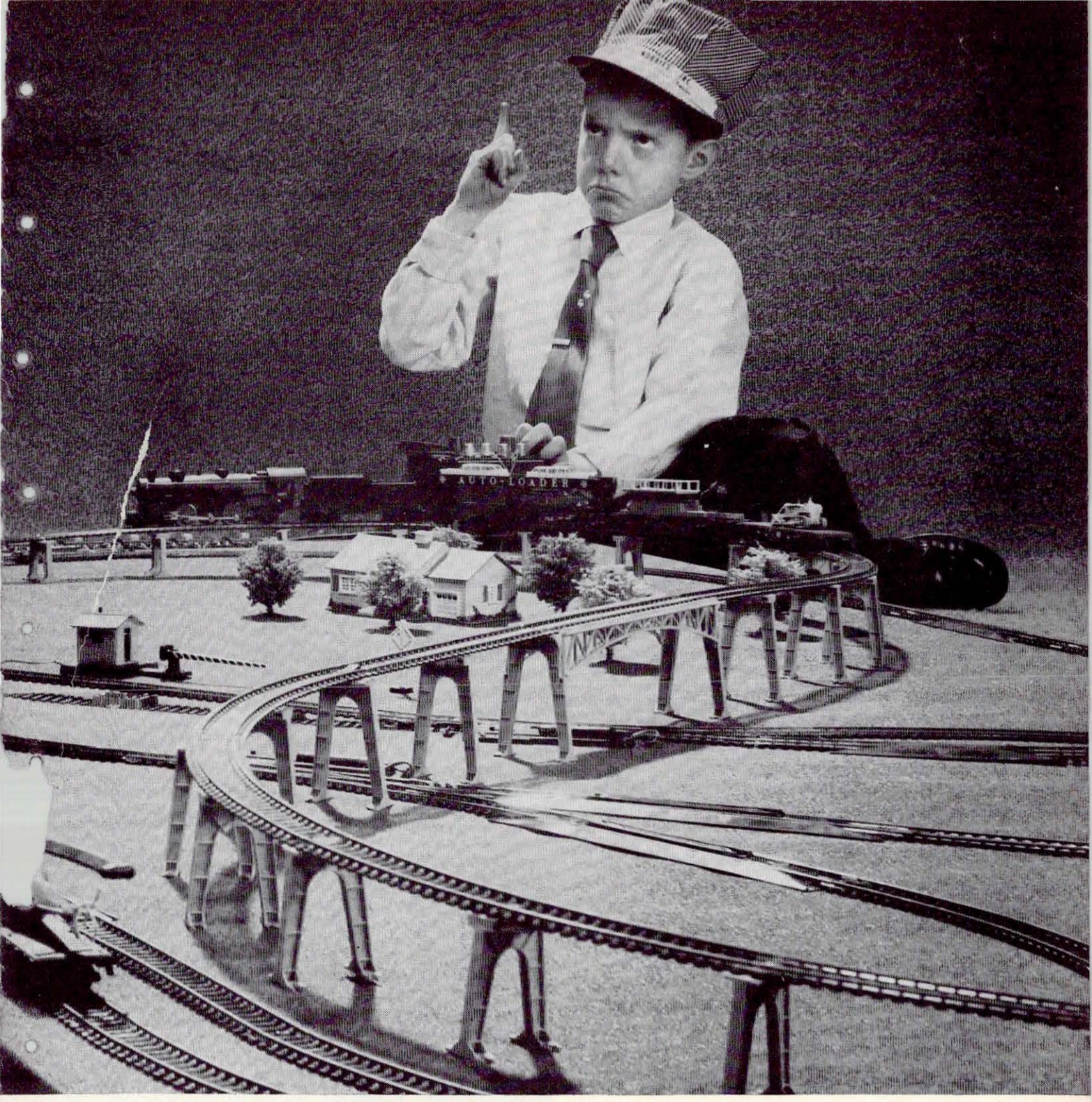

...I'll run mine"

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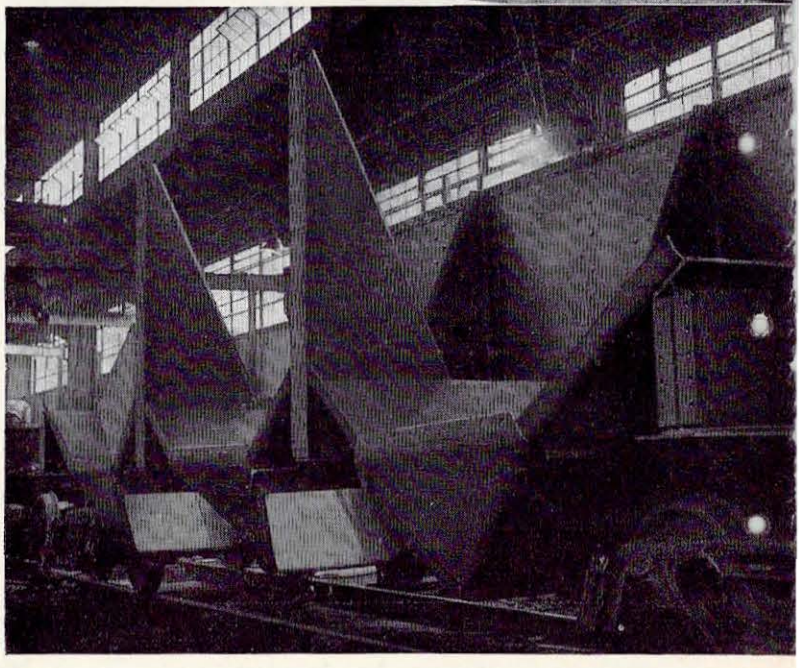
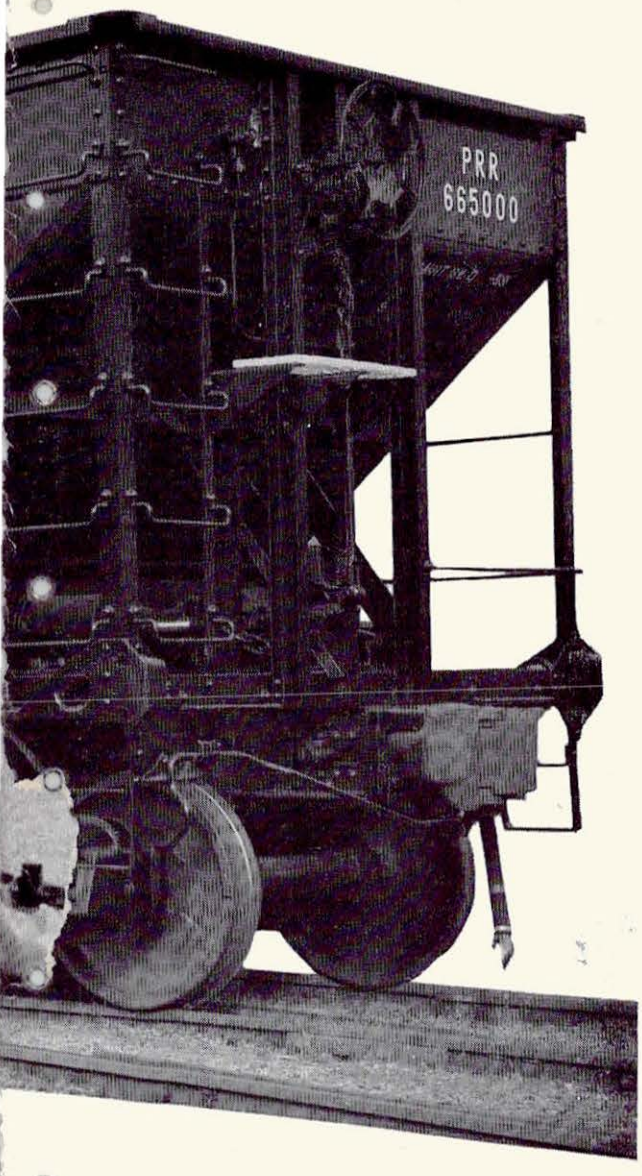


This mark tells you a product is made of modern, dependable Steel.

COR-TEN Steel for long life and low maintenance



8,314 tons of USS COR-TEN High-Strength Low-Alloy Steel were used by Greenville Steel Car Company for the side and end sheets, hopper doors, hopper chutes and floors in 1,000 cars. Thicknesses were ¼", 3/8" and 5/16".

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In hopper cars, 4% more spent for USS COR-TEN Steel will save heavy repair costs later.

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PLANNING FOR 1961

P&S Men Plan More EDP

By **BERT ENOS**
Purchases & Stores Editor

► **The Story at a Glance: Tighter and more accurate control of inventories will continue to be a major goal of railroad purchases and stores officers. Electronic data processing probably will play an increasingly important role in railroad inventory control.**

Purchasing and stores procedures on the nation's railroads in the months to come will be geared to even tighter and more accurate control of inventories, according to many purchasing officers.

Rapid advances in electronic data processing have played and will continue to play a major role in both inventory reduction and inventory control.

One major railroad told *Railway Age* that "we are now taking about 65% of inventory on prepunched cards and will expand to 100% during 1961."

Said another, "We are presently preparing to take our store inventory on punched cards for the first time this fall. This method of taking inventory should be perfected during 1961."

Another major railroad plans to go on a large scale computer basis next July 1 and expects "to do a complete job of payroll, stock records, inventory, purchasing, revenue billing, etc."

Warehousing of railroad materials by suppliers is also getting close attention from purchasing officers.

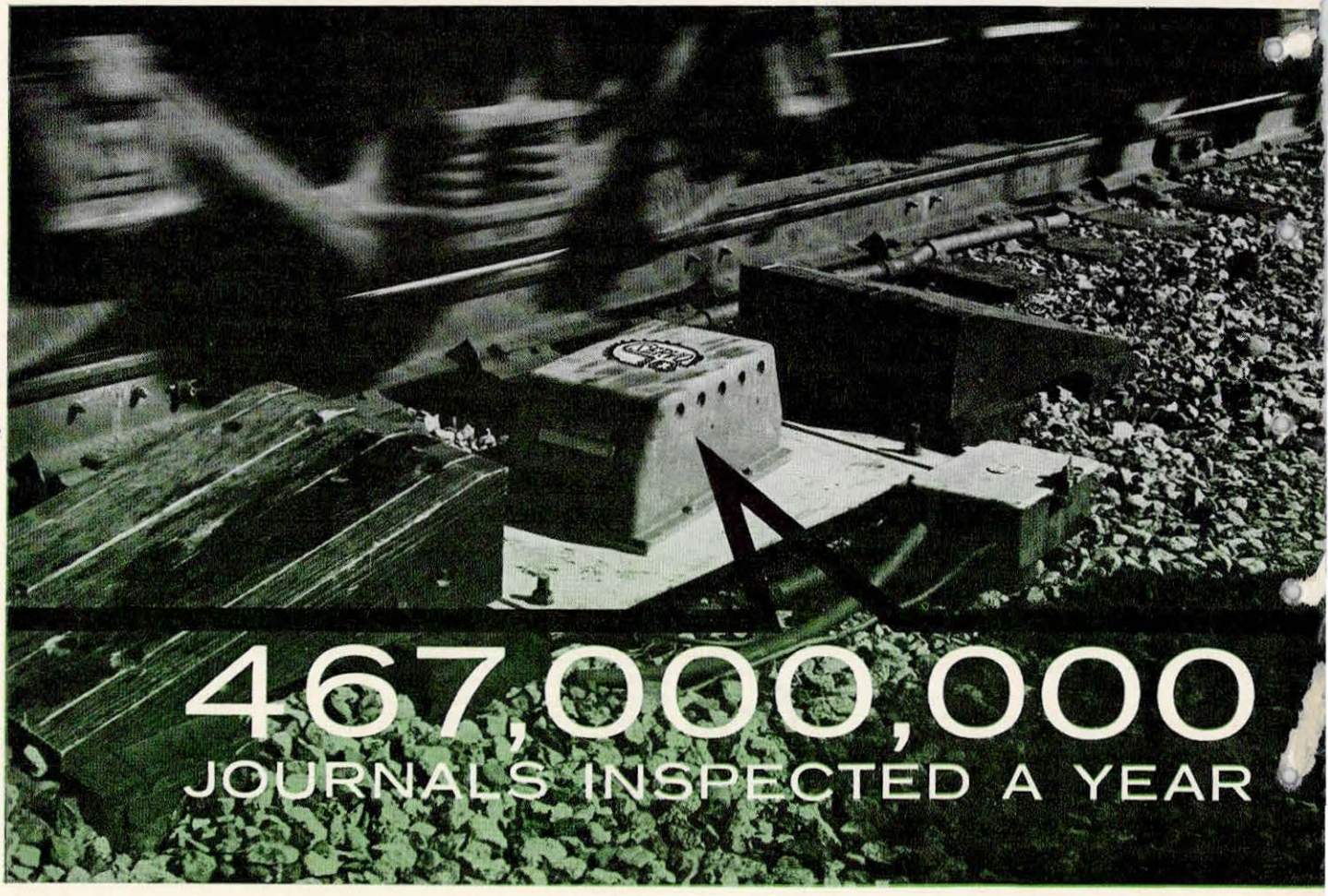
Opinions on this subject range from confidence that warehousing of railroad materials will make considerable advances in the year ahead, to a kind of cautious optimism. Several purchasing officers say flatly that they look forward to no significant advances.

On one railroad a program is now being initiated "to place orders for our requirements for varying periods, specifying that a certain portion be released each month."

Another says, "We are taking advantage of warehouse stocks wherever possible in order to reduce our inventory."

Here are three statements indicating that in the minds of at least some railroaders, warehousing of railroad materials by suppliers is expected to increase.

- "Warehousing of railroad materials by suppliers will make significant advances in 1961, due to low inventories being maintained by railroads."
- "Warehousers are a distinct advantage to small railroads. We have found materials generally available and warehousers interested to give us protection."
- "Without question, railroad purchases and stores people fully realize that to expand their inventory control program, one of the most important factors will be reducing the lead time for deliveries, and warehousing in strategical locations will be a must. This subject has already been brought to the surface by some railroads, and with the united efforts of all railroad pur-



chases and stores people there can be little doubt that significant progress will be made during the coming year."

This last statement, indicating as it does the need for concerted action by purchases and stores people, is bolstered by another from a railroad in the same area:

"There is a trend towards suppliers warehousing railroad materials, but the need by the railroads must be established before suppliers will do much about it."

That there is a trend toward supplier warehousing seems evident to seven of the railroads questioned, with an almost equal division of opinion between flat "no's" and optimistic outlooks among the others.

Several railroads linked supplier warehousing with local ordering as important elements in achieving tighter control of inventory.

Approximately 10 of the railroads queried expected to keep local ordering at its present limited status, or for emergency use only.

One large railroad said it will be used "less than ever before."

Even more positive are these two statements, one by a railroad in the east and one by a large midwestern road:

- "Since local procurement of material has been an important factor in reducing our investment in material and supplies, it is our plan to take full advantage of local ordering where prices are competitive and the quality of material meets railroad specifications."
- "Our plan is to purchase from local sources wherever possible. This represents a two-fold plan—satisfying our customers and maintaining a minimum inventory."

Some 10 years ago a new concept—value analysis—was introduced to industry in general by Lawrence Miles of General Electric.

In more recent years the concept has been increasingly talked about in the railroad industry.

Value analysis, as such, is a scientific study of the *function* of a part, material or service in terms of the job it is designed to do.

It's defined by the National Association of Purchasing Agents in a recent book, "Value Analysis, An Aid for the Buyer" (copyright NAPA, 1960) as follows:

"Value analysis is a systematic organization of existing knowledge and skills into a pattern or procedure to assure that a company gets the proper materials, equipment and services required for efficient operations."

While not as specific a method of inventory control as the others mentioned, value analysis is considered by one railroad at least as "a continuing part of our stock control and inventory reduction effort."

Nevertheless, when asked, "What is the most important step towards more efficient inventory control your railroad will undertake during 1961?", not one railroad queried mentioned value analysis.

Here, in terms of numerical replies to the question, are the most important steps mentioned:

First—expansion of data processing. A typical response—"It is expected that our data processing system will provide information through perpetual inventories, surplus lists, statements of inactive items, etc., which will be of considerable assistance to us in controlling the inventory."

Second—local buying and use of supplier warehousing. A typical response—"More local ordering and living off of our vendors' warehouse stocks."

Third—closer cooperation with using departments. A typical response—"Continued close cooperation between using departments to avoid procuring materials and supplies in advance of time needed."

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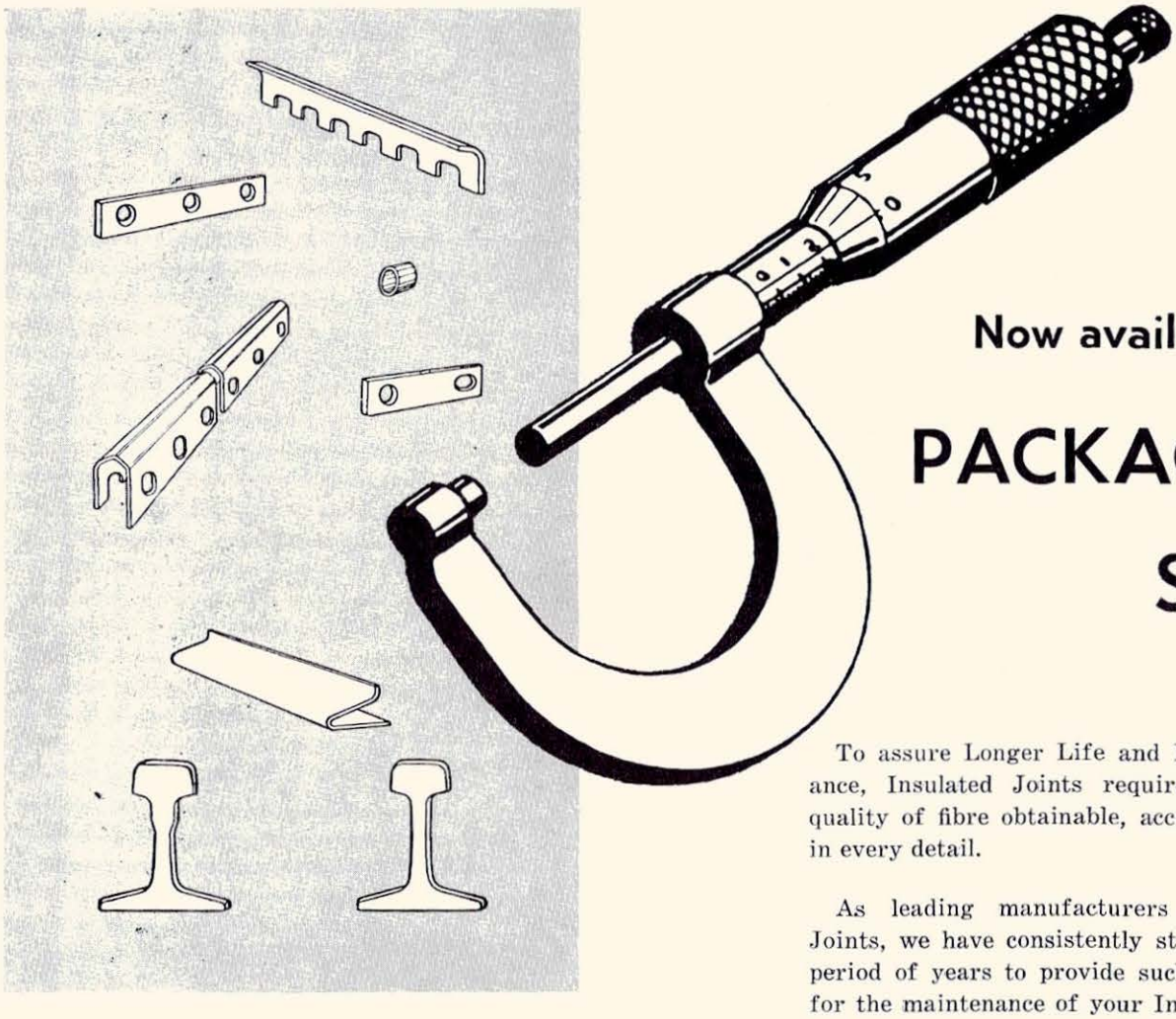

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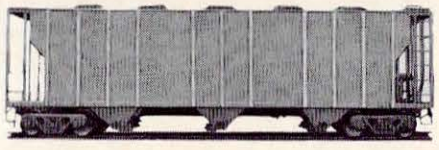
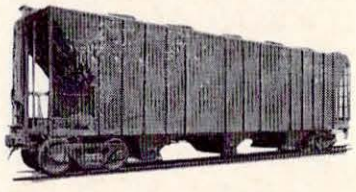


Aluminum Covered Hopper Car
3818 cubic foot 100 ton capacity
Weight 50,100 pounds



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Loomis Scores Regulation 'Maze'

"A stifling maze of regulation" has again been singled out by Daniel P. Loomis, president of the Association of American Railroads, as a major problem facing the railroads. Mr. Loomis called for equal government treatment of all carriers.

In a speech before the City Club of Portland (Oregon) last week, Mr. Loomis laid the blame for railroad troubles on "a weird kind of lag—a political mentality which resists change, which continues to act on assumptions long dead. This has led to towering barriers to railroad progress in the areas of regulation, taxation and the government's transportation development programs.

"A stifling maze of regulation, to cite one of these problems," Mr. Loomis continued, "has been left over from bygone days of virtual monopoly in transportation. In the hotly competitive present, there is far too much regulation . . . and it is far too unevenly applied. For example, all rail freight movements are subject to strict government economic control . . . but only about a third of intercity truck ton-miles and less than a tenth of inland waterway tonnage is so regulated. The abuses present in this lop-sided pattern are many, but these three will serve to show what I mean:

- "First, motor carriers can haul agricultural products without being hemmed in by regulation—but not the railroads!
- "Second, so long as they have no more than three bulk commodities in one tow, barge lines can move these free of regulation—but not the railroads!
- "Third, proposals for lower rail freight rates—even those covering costs and obviously in the public interest—must run through a veritable gantlet of opposition. Unregulated carriers and even common carriers when hauling exempted commodities, meanwhile, set prices at any level they wish."

"Thus," Mr. Loomis added, "have the railroads lost growing quantities of freight traffic."

Railroading After Hours with Jim Lyne

ARTHUR W. PAGE—One of the railroads' most influential "outside" friends has died. Arthur Page headed the "task force" which did all the hard work on the so-called Cabinet Committee report on transportation (1955). I always suspected, but cannot prove, that it was he who initiated this foresighted and comprehensive plan to inject some sense into government transportation policy. True, little has yet actually been accomplished in this direction, but the effort continues—and a large part of the substance of the program derives from Arthur Page.

This great American had no business connection with railroads that I ever heard of. His concern was the country's welfare, and the importance to the nation of saving railroads from socialization, if possible. His business career was in publishing and with the Bell Telephone Company. In recent years he had served as a director of several of the country's biggest corporations.

A little more intelligence and patriotism of Arthur Page's kind in this country's business leadership, and the nation would not have descended as far as it has into transportation socialism.

RICH LEFTISTS—One of my railroad friends the other day expressed amazement that so many socialists and other left-wingers come from wealthy families. They seem to be out to destroy the opportunity of others to become as well-fixed as they are.

I suggested that there is nothing unusual in this—it is the rule rather than the exception. Karl Marx's partner was Engels, a wealthy man. The late F. D. Roosevelt was never dependent on a weekly pay-check to keep the wolf away from his door. Europe has seen dozens of parallel cases. These boys are educated and capable and they don't have to work—conservatives don't cultivate them but radicals do. It's a wonder so many of them successfully resist temptation.

Forty years ago the great Italian sociologist Pareto (who started his career as a railroad man) cited plenty of historic instances indicating that people who inherit wealth do not necessarily inherit respect for the conditions that made their fortunes possible.

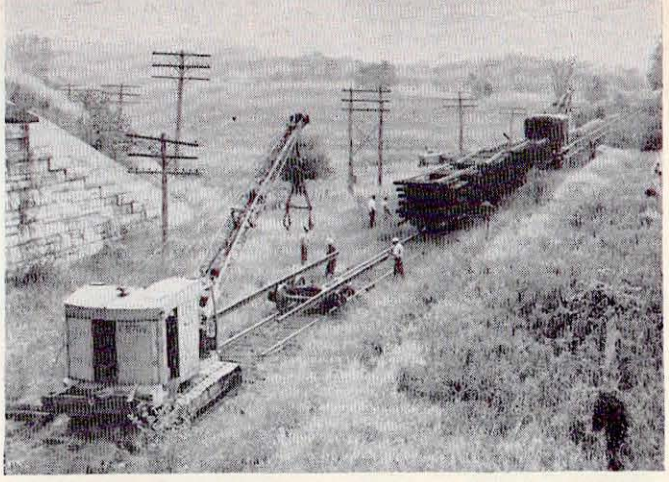
SURVIVING STEAM—A fellow I know has bought a steam locomotive and is out to get himself a few wooden cars. He expects to set himself up in the excursion business. There are a number of short lines, of course, that are already offering steam service regularly for people who have real affection for cinders with their transportation. (I have some of it myself).

My guess is that wage inflation had more to do with the rapidity of steam's displacement and branch line abandonment than any other one factor. In my youth, I saw 2-car passenger trains put into service (with 4-4-0 engines) on a railroad which wasn't in business to lose money. And they didn't lose money either, with equipment costing as little as it did then, when fares of 10 passengers were enough to pay the wages of a 5-man crew.

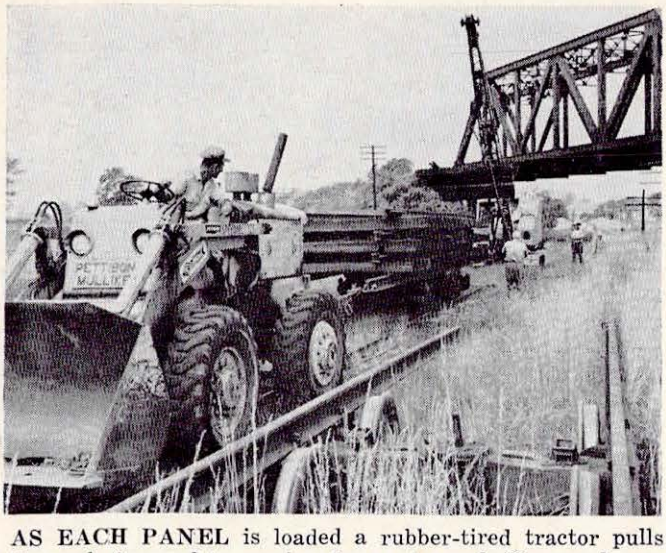
SMALL FRACTION—A total freight transportation bill of some $40 billion (excluding the cost of operating industrial traffic departments) is the interesting estimate of the Transportation Association of America. And of this total, railroads get less than $9.5 billion—while highway transportation takes in almost $27 billion. And of this $27 billion the non-regulated truckers account for about $20 billion.

When you see comparative figures like this, revealing what a small ratio of total transportation is performed by common carriers (railroads especially), you wonder just what the reason is why these carriers require so much regulatory policing.

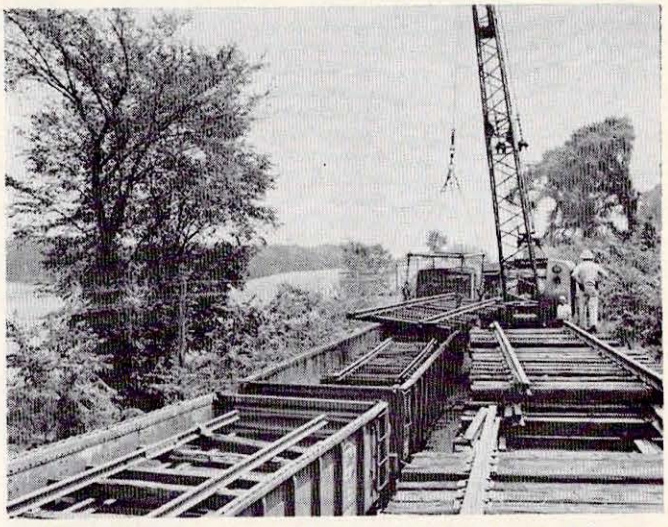
DIESEL CRANE places racks alongside track to be taken up. Each rack consists of a freight-car truck with two rails bolted to it. For movement to site the racks were coupled to each other by joining the rail ends.



CRAWLER CRANE returns racks to track one by one and then takes up track panels and loads them on the racks. When six racks have been loaded the diesel crane will haul them to a point for loading in gondolas.



AS EACH PANEL is loaded a rubber-tired tractor pulls the rack forward to receive the next panel. Six panels are loaded on each rack. Rack on ground will be next to be lifted on track to receive the panels.



TRACK PANELS are shifted from racks to gondola cars for shipment to points of use. The panels shown in these views, removed from the railroad's Auburn branch, were used in the construction of mining spurs.

NYC Simplifies Panel Removal

Since the New York Central started taking up track in panels (RA, March 7, 1960, p. 17) it has made marked improvements in the methods and equipment used in this work. Result: In taking up a single-track line, a team of nine men and three machines is now capable of lifting and loading 60 panels a day.

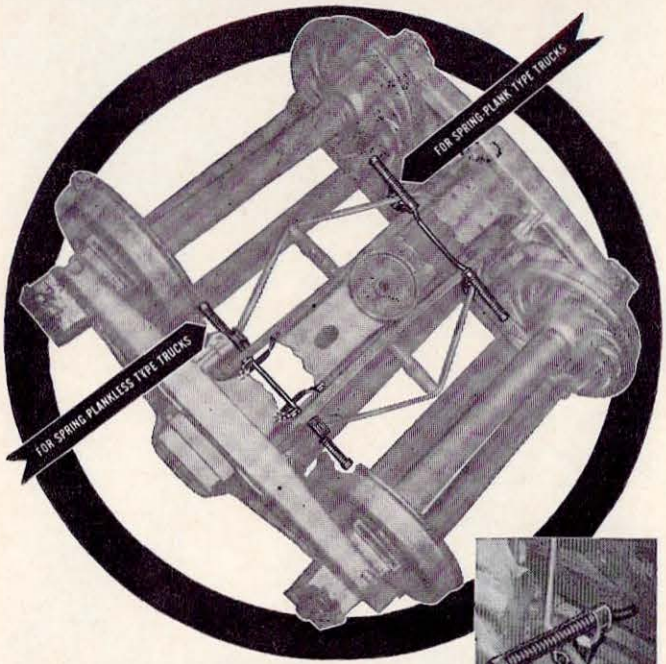
Key units in the new system are racks for receiving the panels as they are taken up. Each rack consists of a freight-car truck on which is bolted two rails. In preparation for taking up a section of single track the joints are disconnected and the rails are shifted longitudinally to square the joints. A number of the racks is then distributed alongside the track at intervals of six panel lengths. A diesel locomotive crane is used to set them off.

As the work of taking up the track progresses, starting at the outer end and working backward, a crawler crane sets the empty racks on the rails and then takes up and loads the panels on them. After each panel is loaded a rubber-tired tractor pulls the rack into position to receive the next panel. This procedure continues until a string of six racks has been loaded, each with six panels. The diesel crane then hauls the string of loaded racks to a yard location where the same crane loads the panels into gondola cars for shipment to locations where they are needed.

The nine-man gang used in the operation consists of a three-man lifting gang, a three-man loading gang, and operators for the two cranes and the tractor.

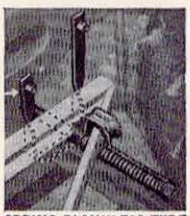
The new system was used in taking up about nine miles of track on the abandoned Auburn branch in New York. Six miles of the track, loaded in 300 cars carrying a total of more than 1000 panels, were shipped to Harrisburg, Ill., for the construction of a mining spur. An additional two miles were shipped to Corning, Ohio, for installation at another mine.

THE IMPROVED GRIPCO
BRAKE BEAM SAFETY SUPPORT



SPRING-PLANK TYPE

The Gripco Brake Beam Safety Support provides the greatest safety at lowest cost. Its dependability has been proven over years of actual service. Gripco Safety Supports are low in original cost, low in application cost and low in maintenance cost, even after years of service.



SPRING-PLANKLESS TYPE
(Safety Loops Included)

ENGINEERING IMPROVEMENTS

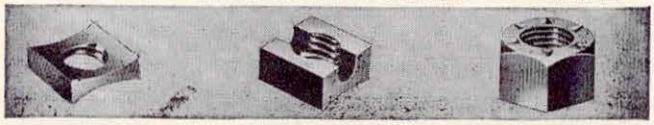
1. One design fits both 5'-6" and 5'-8" wheel base trucks.
2. One rod length and one spring length. One interchangeable casting fits both spring plank and spring plankless trucks.
3. Ideal for interchange repairs. New design permits easy and fast applications under all conditions. Nuts need not be removed to apply or remove the support.

OUTSTANDING FEATURES

1. An inexpensive trouble-free support for Rebuilt Car Programs.
2. Designed for spring plank and spring plankless trucks. Spring plankless trucks require safety loops which can be bolted, riveted or welded to the bolster.
3. Supports the brake beam in the event of brake beam or hanger failure.
4. Holds brake beam in horizontal position.
5. Holds brake shoe in proper position in relation to the periphery of the wheel.
6. The brake release feature pulls brake shoes away from wheel contact instantly when brakes are released.
7. Prevents unnecessary wheel and shoe wear caused by dragging brake shoes.
8. GRIPCO supports can be removed and reapplied without removing nuts; therefore nuts are furnished in proper position.
9. Brake beams, rods, and levers are held in position under spring tension thus reducing false movements, chattering and wear of hangers, hanger pins and brake heads.
10. Can replace as a billable repair any support except A.A.R. recommended practice (angle-riveted and welded).

A.A.R. APPROVED—PATENTED AND PATENTS PENDING

OTHER GRIP NUT PRODUCTS AD NO. 110



Grip Lock Nut #1 Grip Holding Nut #2 Railroad Gripco Lock Nut #3

GRIP NUT COMPANY

Serving American Railroads Since 1904

104 BROAD ST., • SOUTH WHITLEY, IND.

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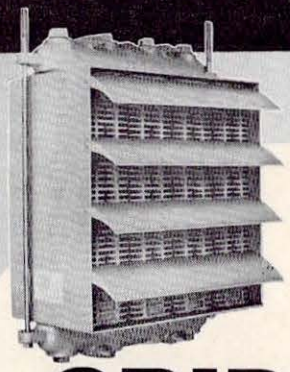

The best guarantee any product can have is its users.

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at the railroads that depend upon

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BLAST HEATERS
RADIATORS

for a trouble-free, low maintenance cost heating system - One that will serve without service - Installations made in 1929 are still operating without need for repairs. GRID'S design and construction makes the difference!

GRID Cast Iron Construction resists corrosion externally from acid fumes and internally from electrolysis. No leaking from rotted cores.

GRID one-piece cast iron heating sections and headers are leak-proof on steam pressure up to 250 p.s.i. 450° temperature. Smaller steam lines cost less.

GRID heating sections with widely spaced fins cast integral with steam chambers are easy to clean - Will not "mat" on air intake side.

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Get complete information on a GRID System for your plant. Write for catalog #956 GRID CAST IRON STEAM HEAT TRANSFER SURFACE.

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SOUTHERN RAILROAD
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KANSAS CITY SOUTHERN
LOUISVILLE & NASHVILLE
DETROIT, TOLEDO & IRONTON
BALTIMORE & OHIO
A T & S F
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GREEN BAY & WESTERN
UNION PACIFIC
DULUTH MESSABE & IRON RANGE
CHICAGO, INDIANA & LOUISVILLE
NICKEL PLATE
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NORTHERN PACIFIC
ILLINOIS CENTRAL
CHICAGO NORTHWESTERN
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ROCK ISLAND
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NEW YORK CENTRAL
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CANADIAN PACIFIC
MILWAUKEE ROAD
MAINE CENTRAL
CHESAPEAKE & OHIO
ATLANTIC COAST LINE
M & ST. L.
SOO LINE

D. I. MURRAY MANUFACTURING CO.
Manufacturers Since 1883
WAUSAU, WISCONSIN

People in the News

George Neu
Milwaukee

Harold J. McKenna
Milwaukee

BUFFALO CREEK.—**Raymond A. McCarthy** appointed trainmaster, succeeding **James Joseph Kelleher,** retired.

BURLINGTON.—**V. G. Wright,** freight traffic manager, Colorado & Southern, Denver, promoted to general freight agent, CB&Q, Kansas City, Mo., succeeding the late **C. E. Carlson.**

A. R. MacDonald, assistant superintendent, Omaha, Neb., transferred to the Aurora (Ill.) division, North LaCrosse, Wis., to succeed **W. S. Johnston,** named superintendent, FW&D (RA, Sept. 5, p. 32). Mr. MacDonald's successor is **S. B. McNaghten,** assistant superintendent, Chicago division, who in turn is replaced by **E. L. Phillips,** trainmaster, Chicago.

CANADIAN NATIONAL.—**J. A. Hermanson,** design engineer, Montreal yard, appointed terminal design engineer, Montreal, succeeding **J. C. Martin,** named assistant system supervisor terminal operation, replacing **E. M. Hallonquist.**

CANADIAN PACIFIC.—**G. W. Conroy,** supervisor of safety, St. John, N.B., appointed assistant superintendent, Montreal Terminals division, replacing **Adrien Lefrancois,** retired.

CHESAPEAKE & OHIO.—**F. W. Carruthers,** trainmaster, St. Thomas, Ont., named superintendent, Canadian division, at that point, succeeding **Charles Smale,** retired. **A. F. Turner** named division trainmaster, St. Thomas. **K. C. MacKenzie,** trainmaster, Sarnia, Ont., transferred to St. Thomas, succeeding Mr. Turner. **J. J. Cassidy,** assistant trainmaster, St. Thomas, succeeds Mr. MacKenzie at Sarnia and his former position abolished.

CHICAGO & NORTH WESTERN.—**Sheldon V. Hall** appointed district sales agent, Los Angeles.

G. W. Armstrong, general agent, New York, named general freight agent there.

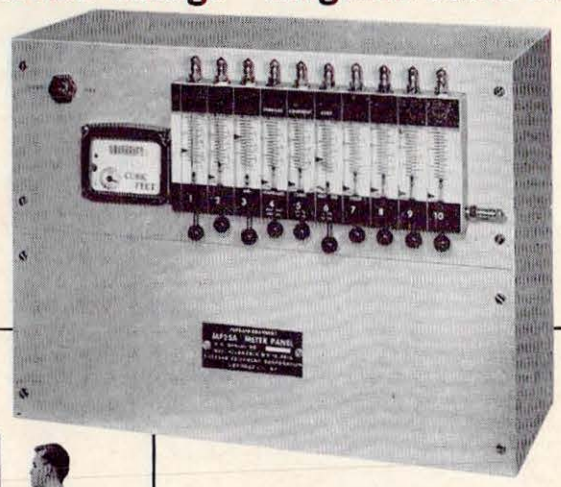
COLORADO & SOUTHERN.—**E. B. Burnside,** assistant general freight agent, Denver, promoted to general freight agent (sales and service).

GULF, COLORADO & SANTA FE.—**J. J. Parrish** appointed division engineer, Temple, Tex., replacing **R. E. Clancy,** transferred.

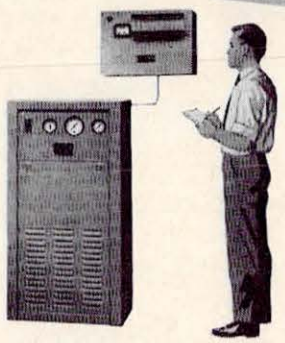
MILWAUKEE.—**George Neu,** assistant traffic manager, San Francisco, appointed traffic manager there. **Harold J. McKenna,** freight traffic manager, rates and divisions, Chicago, named assistant to vice president there. **Kenneth G. Hosfield,** chief clerk in the office of assistant general freight traffic manager, Chicago, appointed assistant to freight traffic manager, sales and service there, succeeding **Paul A. Larson,** named general freight agent, Chicago. **Douglas C. Workman,** chief clerk in the office of freight traffic manager,

PRESSURIZE YOUR CABLES

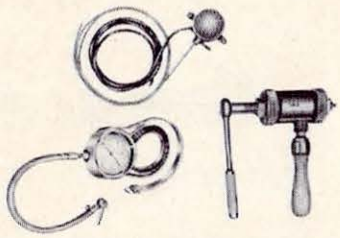
—to minimize service outage—lengthen cable life



Metering Panel of the PUREGAS Continuous Feed Pressure System. From a convenient central location it monitors, measures and distributes the flow of dry air to the cables.



Air Dryer of the PUREGAS system. It compresses and pumps air to a tank for storage cooling, preparatory to dehumidification and delivery to cables. Air Dryers and Metering Panels are products of Puregas Equipment Corporation.



GENERAL MACHINE PRODUCTS accessories. Pressure Testing Contactors monitor pressure and detect leaks. Pressure Testing Gauges measure pressure precisely. Pressure Guns make pressure plugs. These and associated tools are made by General Machine Products Co.

Pressurize your communication cables with dry air supplied through PUREGAS equipment. It is a practical, well proved way to minimize cable failure, trim upkeep costs and lengthen cable life. PUREGAS equipment feeds a continuous supply of dry air to cables to keep moisture from reaching conductors, whether cables are old or new.

Use GENERAL MACHINE PRODUCTS accessories to quickly pinpoint location of sheath breaks or cracks so that repairs can be made *before* service failure.

All equipment is distributed nationally by Graybar. For descriptive folders phone your nearby Graybar Representative, or write directly to Graybar.

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GRAYBAR ELECTRIC COMPANY, INC., 420 LEXINGTON AVENUE, NEW YORK 17, N. Y.
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work crew commuting...

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How much do you pay per day in riding work crews to and from the job? Cut this lost time to the bone! House your men on the job in comfortable, economical CAMPCARS. Get the work done faster. Save money and at the same time enjoy the fruits of higher crew morale. CAMPCARS can accommodate 2 to 50 men. Are ruggedly built to withstand on-and-off highway hauls. Want the full story of CAMPCAR economy? Write International Car Division, 2485 Walden Avenue, Buffalo 25, N. Y.

MORRISON-INTERNATIONAL

Campcars

A SUBSIDIARY OF RYDER SYSTEM, INC.

Chicago, named district supervisor, rail-highway sales at that point. **Joseph E. Marshall,** assistant freight traffic manager, sales and service, Chicago, named traffic manager, New York, succeeding **Francis W. Baker,** transferred to Kansas City, Mo. **Elden C. Deer,** general southwestern agent, Kansas City, appointed assistant traffic manager, Seattle, to succeed **L. J. Kidd,** who retired Aug. 31. **Wilbur B. Tigerman,** assistant to the general southwestern agent, Kansas City, named general agent there.

MISSOURI PACIFIC.—Leland B. Bartlett appointed executive representative, Denver, succeeding **Melvin P. Eckman,** retired (RA, Aug. 22, p. 33).

Raymond J. Fogerty appointed public relations representative in the states of Missouri, Kansas, Colorado and Nebraska, with headquarters at St. Louis.

S. W. Clark named communications engineer, St. Louis.

Ernest J. Doerste, commercial agent, Pittsburgh, appointed assistant general passenger agent, San Antonio, Tex., succeeding the late **Howard G. Cleveland.**

Chester B. Bruns appointed general agent, Tulsa, Okla., succeeding **Leland B. Bartlett,** promoted.

MONON.—Karl Voth, general traffic manager, Chicago, named vice president in charge of traffic. **Carl Froelich,** freight traffic manager-sales, Chicago, appointed general traffic manager with jurisdiction over on-line and eastern and southern agencies. **William R. Jones** named general traffic manager with jurisdiction over Chicago and western agencies.

F. R. Hyer, superintendent, Lafayette, Ind., appointed assistant to the vice president, Chicago.

NEW YORK CENTRAL.—R. S. Hamilton, assistant chief mechanical officer, New York, resigned.

RAILWAY EXPRESS AGENCY.—Don W. Rogers appointed assistant to vice president, International Services, New York. **Robert J. Van Liew** named to the newly created post of director of sales, International Services, New York.

Arthur K. Matthews appointed superintendent of supplies, Long Island City, N. Y. **Francis X. Murray** named superintendent of purchasing, New York.

READING.—Donald A. Hendrie, assistant to comptroller, named manager of data processing and development, a new department. **Peter J. Cabrelli,** research engineer, appointed assistant manager of data processing and development. **Linwood A. Kulp,** research assistant, named assistant manager, data processing.

ROCK ISLAND.—Bruce Dwinell, vice president—executive department, retired Sept. 1. **Ernest E. Foulks,** assistant vice president—operations, promoted to the newly created position of assistant to the president. Mr. Foulks' successor is **John H. Lloyd,** general superintendent of motive power, who in turn is replaced by **John R. Osman.**

Charles J. Nelson named superintendent of communications and signals, to succeed **Charles O. Ellis,** general superintendent of communications and signals, who retired Sept. 1.

SANTA FE.—T. H. Linn, safety supervisor, La Junta, Colo., transferred to Clovis, N.M., succeeding **D. D. Baird,** transferred. **V. L. Henville** replaces Mr. Linn.

TOLEDO, PEORIA & WESTERN.—Mallory J. Craig, sales manager, Keokuk, Iowa, named general manager—sales and service, East Peoria, Ill.

UNION PACIFIC.—A. J. VanDercreek, vice president-personnel, Omaha, Neb., retired. **E. A. Klippel,** general passenger traffic manager, Omaha, retired Sept. 1.

WESTERN PACIFIC.—Walter G. Treanor, commerce attorney, appointed general attorney, San Francisco, Cal.

Supply Trade

Flannery Products Corp., Bayonne, N.J., has appointed the following representatives: **T. C. Johnson,** 31 West Orange, Chagrin Falls, Ohio, Cleveland area; **Harold L. Emerson,** 319 North Fourth Street, St. Louis 2, Mo., St. Louis area.

The Ohio Locomotive Crane Co. has appointed the **Blackwood Hodge** Canadian Group of Companies as its exclusive distributor in nine of the ten Provinces of Canada (excluded is British Columbia).

Harold R. Schneider has been appointed assistant sales manager for agricultural chemicals produced by **Allied Chemical's General Chemical Division.** Mr. Schneider was formerly executive assistant for agricultural chemicals.

John F. Ducey has been appointed director of acquisitions of **American Brake Shoe Co.,** New York. Mr. Ducey has been manager—new products for the Railroad Products Division, which responsibilities will be included in his new position. Mr. Ducey will investigate companies for possible acquisition as part of the company's program of growth through research and acquisition.

All-State Engineering Co., Inc., Milwaukee, Wis., has purchased the **Industrial Crane & Hoist** operation of **Borg-Warner Corp.,** Chicago.

Arthur B. Shenefelt, public relations consultant, has been placed in charge of the public relations program of **Strick Trailer Co.** Mr. Shenefelt maintains offices in New York and is chairman of the public relations committee of the Traffic Club of New York.

M. I. Rayner, general sales manager, Primary Battery Division, **Thomas A. Edison Industries of McGraw-Edison Co.,** Bloomfield, N. J., has been appointed assistant division manager.

Richard L. Moore has been named sales representative for **Dearborn Chemical Co.,** Illinois-Wisconsin district, Des Plaines, Ill., and will service railroads using Dearborn's water treatment products and equipment, cleaners, and protective coatings. Prior to joining Dearborn, Mr. Moore was a water chemist with the **Illinois Central** for five years.

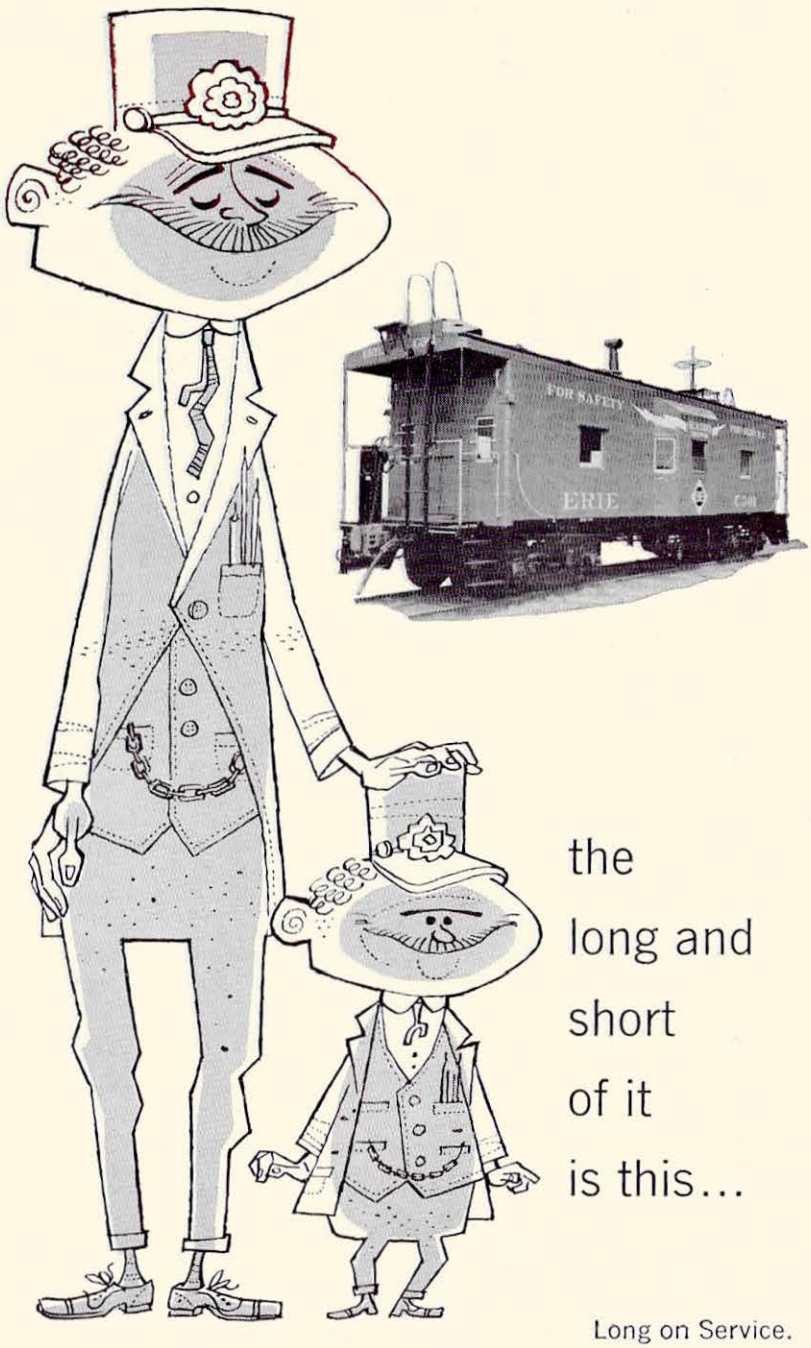
OBITUARY

Stanley L. Budd, 49, general agent, **Monon,** Winston-Salem, N. C., died Aug. 29.

Lasaar Greenberg, 86, retired manager of the baggage and mail division, **Illinois Central,** died Sept. 4 at Chicago.

Frederick M. Klitz, 64, assistant vice president, **Erie,** New York, died Sept. 7.

Albert H. Greenly, 79, retired chairman of the **Official Classification Committee,** 1 Park Avenue, New York, died Sept. 12 at his home in Hoboken, N. J.



the long and short of it is this...

Long on Service.
Short on Maintenance Costs.
That's the story of International Cabooses.

In addition to affording greater train crew safety and efficiency, International Cabooses are built to best serve railroads and save them money.

Several standard production models from which to select—or—we'll custom-build them to your specifications. Interested? Write International Car Division, 2485 Walden Ave., Buffalo 25, N. Y.

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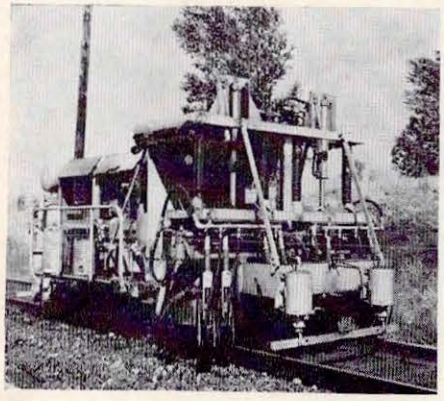
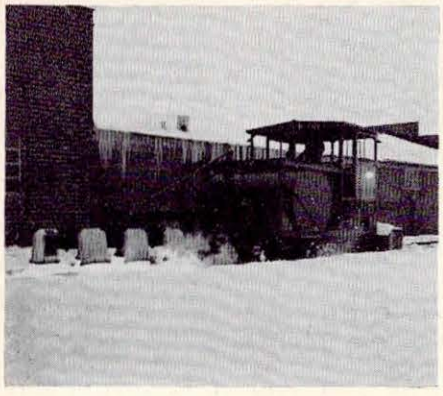
Rolling Up Records for Safety and Economy on America's Leading Railroads

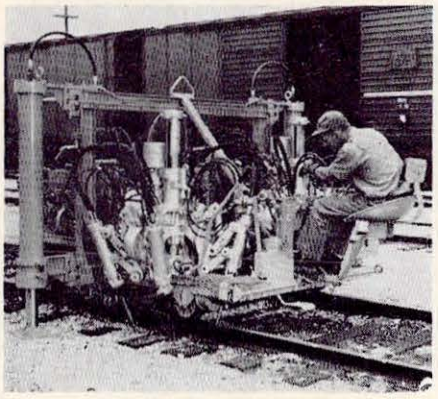
New Products Report



Production Tamper

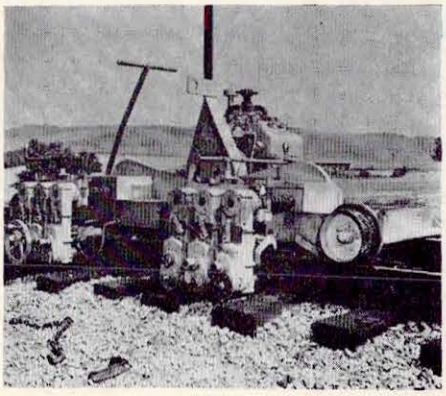
A new McWilliams production tamper has been introduced which is completely hydraulic except for the tamping tools, which are still powered by an air compressor. It is equipped with an automatic cycling device which incorporates adjustable timers for increasing production by reducing operator fatigue. Tamping speeds are claimed to range from 850 to 1,150 ft per hour. *Railway Maintenance Corporation, Dept. RA, Pittsburgh 30, Pa.*





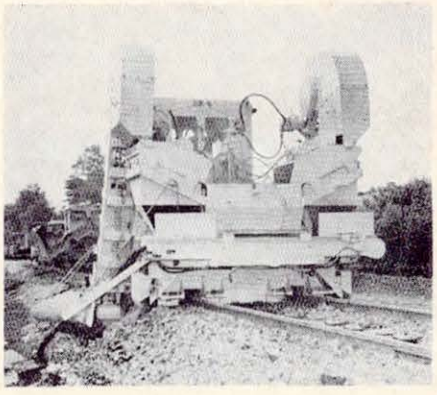
Oct-A-Gun Tamper

Equipped with individually controlled jacking cylinders, the Racine Oct-A-Gun tie tamper can be used for spot tamping, small out-of-face surfacing, and tie-replacement jobs, according to the manufacturer. The machine can also be furnished without the track jack. The Oct-A-Gun is a self-contained, one-man operated, dual-head hydraulic tamper. It has eight tamping guns which are designed to deliver 1,160 high-velocity blows per minute and to give uniform compaction of ballast while nipping the tie up tightly to the rail. Normal production is claimed to be approximately 300 ft per hour. The entire unit is controlled by hydraulic valves that are placed within easy reach of the operator. The Oct-A-Gun is powered by two 18-hp Wisconsin engines. Fluid motors are used to propel the machine at a maximum speed of 12 mph and to give fast, accurate start-stop location over ties. The machine is equipped with set-off wheels. *Racine Hydraulics & Machinery, Inc., Dept. RA, Racine, Wis.*



Gang Rail Drill

The cropping of rails in the track is expected to be speeded up by the use of a portable rail drill that is designed to bore six bolt holes simultaneously. Designated NCG-Obear Multiple Rail Drill, its drill heads can be varied to suit various rail-end requirements, including four-hole drilling, and can be raised for clearance purposes. *National Cylinder Gas Division, Chemetron Corporation, Dept. RA, 840 N. Michigan Ave., Chicago 11.*



New Snow Melter

The W57 Series A snow melter has been announced. Purpose of the W57 is to melt snow at switches in yards during storms. It is stated that the machine's construction is similar to the W55 weed burner except that the W57 has six burner heads, three in each row. The heads are mounted parallel with the track and positioned so that the flame is directed at the base of the rail. *Fairmont Railway Motors, Inc., Dept. RA, Fairmont, Minn.*

Portable Unloader

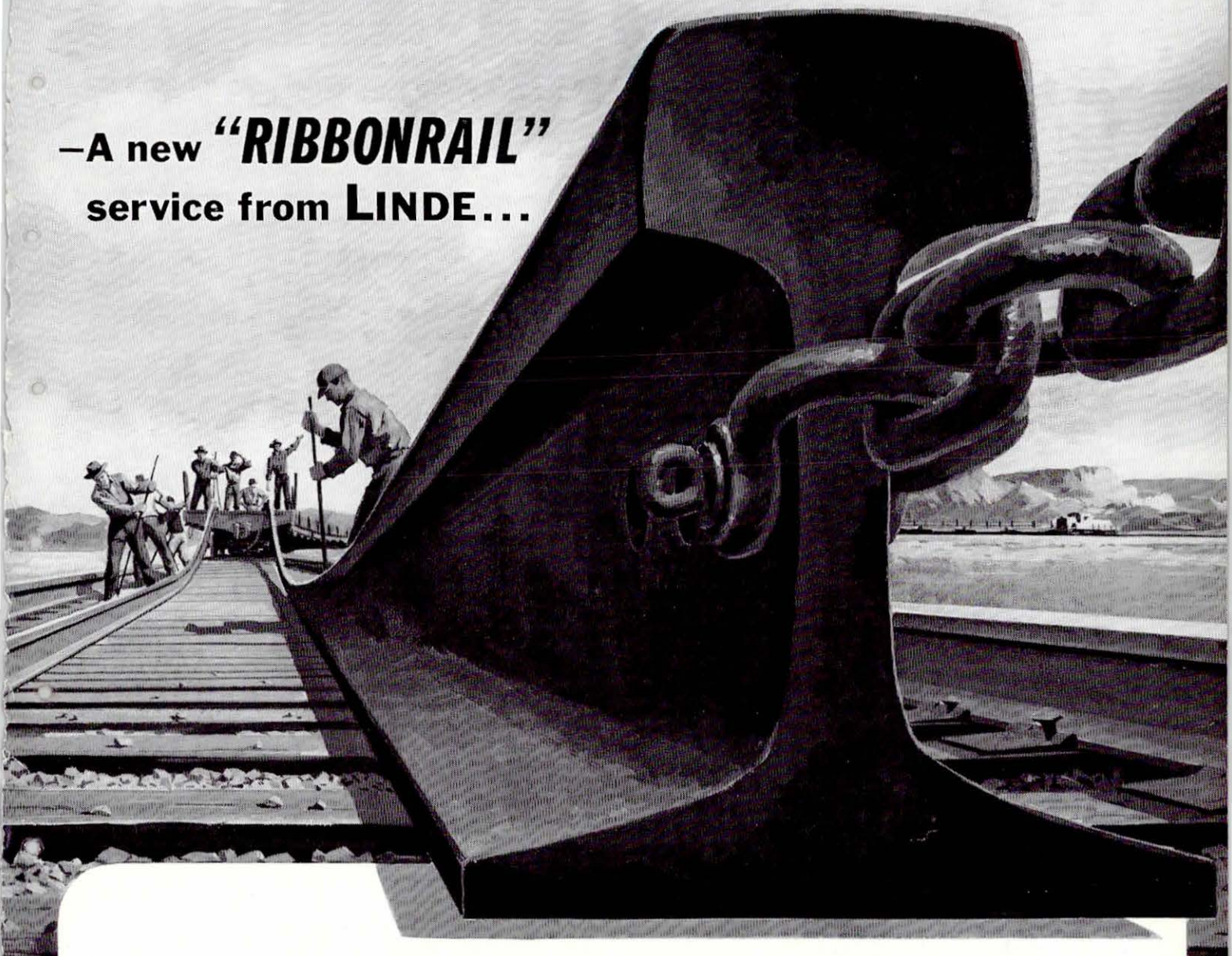
Designed to unload heavy equipment from cars, the new TPC lightweight portable equipment unloader is available in several load capacities or it can be furnished to meet railroad specifications. It is stated that the new unloader can be set up by two men in 30 min. The unit has telescoping adjustable vertical supports for allowing exact fit for variable car heights. *Transport Products Corporation, Dept. RA, Louisville 11, Ky.*

Ballast Distributor

The McWilliams Ballast Distributor has been equipped with a cleaning attachment which enables dirt to be removed from all material picked up for distribution ahead of a tamping operation. The cleaning mechanism is equipped with screens which are vibrated by hydraulic motors. It is also equipped with a belt conveyor which delivers the dirt clear of the track. *Railway Maintenance Corporation, Dept. RA, Pittsburgh 30, Pa.*

CONTINUOUS RAIL PRE-WELDED AT THE MILL!

—A new "RIBBONRAIL" service from LINDE...



NOW YOU CAN HAVE "RIBBONRAIL" welded rail delivered right to trackside from the mill. No capital outlay . . . no operating problems . . . no skilled personnel taken from other jobs. Rail arrives ready to be laid.

LINDE is installing a contract welding plant in Harrisburg, Pennsylvania, near the Steelton Mill of Bethlehem Steel Company. Additional plants will soon follow. These plants will employ the famous "RIBBONRAIL" process of oxy-acetylene pressure welding—recognized for over twenty years as the top quality rail welding process—and used by over forty major railroads. For a single, predictable contract price, you can get rail welded in the lengths you need, and as you need them. Facilities will also accommodate the welding of relayer rail.

For details on the new contract welding arrangements, write to Oxweld Railroad Department, Linde Company, Division of Union Carbide Corporation, at either of the following locations:

270 PARK AVENUE
NEW YORK 17, N. Y.

230 N. MICHIGAN AVENUE
CHICAGO 1, ILLINOIS

In Canada: LINDE COMPANY
DIVISION OF UNION CARBIDE CANADA LIMITED
TORONTO 7, CANADA.

Oxweld Railroad Department

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UNION CARBIDE

"Linde" and "Union Carbide" are registered trade marks and "Ribbonrail" is a service mark of Union Carbide Corporation.

FOR STRUCTURES...
MODERN
concrete

Building columns were placed outside masonry walls to provide unobstructed interior.

B & M's new Budd car servicing shop:

Low maintenance cost guaranteed... it's built top to bottom with modern concrete!

The job called for maintaining rolling stock, not buildings. That's why the Boston & Maine Railroad chose concrete all the way—floor, walls, roof—for servicing their RDC fleet. It's as maintenance free as you can make a building. Fire resistant, too.

The prestressed concrete roof girders were chosen for their high load-bearing strength. They support the monorail-mounted sand hoppers and a 10-ton sand storage tank, as well as the normal roof load.

The use of prestressed concrete increases daily on railways—not only for buildings but for towers, bridges, structures of all kinds. With prestressed concrete, count on minimum cost and quick erection.

PORTLAND CEMENT ASSOCIATION

A national organization to improve and extend the uses of concrete

MARKET OUTLOOK *at a glance*

Carloadings Drop 16.6% Below Previous Week's

Loadings of revenue freight in the week ended Sept. 10 totaled 481,057 cars, the Association of American Railroads announced on Sept. 15. This was a decrease of 96,033 cars, or 16.6%, compared with the previous week; an increase of 3,441 cars, or 0.7%, compared with the corresponding week last year; and a decrease of 185,166 cars, or 27.8%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended Sept. 3 totaled 577,090 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS

For the week ended Saturday, Sept. 3 District	1960	1959	1958
Eastern	86,035	79,458	77,811
Allegheny	73,783	80,118	95,443
Pocahontas	49,909	46,317	45,612
Southern	108,120	112,658	98,788
Northwestern	101,279	67,001	92,124
Central Western	111,346	112,639	110,287
Southwestern	46,618	49,615	43,660
Total Western Districts	259,243	229,255	246,071
Total All Roads	577,090	547,806	563,725
Commodities:			
Grain and grain products	50,411	47,964	46,933
Livestock	4,957	6,376	6,630
Coal	102,220	101,221	98,250
Coke	5,068	3,162	6,440
Forest Products	39,231	41,536	34,777
Ore	55,138	9,395	50,839
Merchandise l.c.l.	34,551	42,892	44,527
Miscellaneous	285,514	295,260	275,329
Sept. 3	577,090	547,806	563,725
Aug. 27	594,770	548,877	646,226
Aug. 20	596,339	542,486	634,231
Aug. 13	599,908	544,569	626,314
Aug. 6	594,329	532,259	619,204
Cumulative total, 35 weeks	20,949,618	21,203,028	19,686,430

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Sept. 3 totaled 11,095 cars, compared with 8,626 for the corresponding 1959 week. Loadings for 1960 up to Sept. 3 totaled 370,383 cars, compared with 274, 485 for the corresponding period of 1959.

IN CANADA.—Carloadings for the ten-day period ended Aug. 31 totaled 115,557 cars, compared with 76,289 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Aug. 31, 1960	115,557	35,182
Aug. 31, 1959	104,871	35,206
Cumulative Totals		
Aug. 31, 1960	2,446,714	949,194
Aug. 31, 1959	2,524,979	938,273

New Equipment

FREIGHT-TRAIN CARS

► *Baltimore & Ohio.*—Has placed in service 35 70-ton Airslide covered hopper cars delivered by General American. Ten additional units will be delivered in the latter part of December. This will bring B&O's covered hopper fleet to a total of 2,354 cars.

► *General American.*—Placed orders at company shops for 100 10,000-gallon rubber-lined and 35 10,000-gallon aluminum tanks for American Cyanimid; 20 20,000-gallon general service tanks for Union Carbide; 11 8,000-gallon insulated tanks for Olin Mathieson and 3 12,500-gallon tanks for Imperial Sugar. Delivery is scheduled for first quarter 1961.

► *Missouri Pacific.*—Ordered 10 45-ton steel baggage-express cars from ACF at a cost of $500,000. Also building at company's DeSoto, Mo., shops 100 70-ton DF boxcars at estimated cost of $1,400,000. Delivery scheduled to start February 1961.

► *North American Car.*—Ordered 50 90-ton, 3,510-cu ft covered hoppers from Pullman-Standard.

PASSENGER-TRAIN CARS—FOREIGN

► *Saudi Government Railways.*—Sixteen used stainless steel passenger coaches, two observation-lounge cars and four mail-express cars have been purchased by James M. Motley & Co., Inc. for Saudi Government Railways.

PIGGYBACK

► *North American Car.*—Placed orders for 123 85-ft piggyback flats. Pullman-Standard will furnish 73 and ACF will fill the remainder of the order.

Purchases & Inventories

► *Six Months' Purchases Up 3.8%.*—Purchases by domestic railroads of fuel, material and supplies in this year's first six months were $29,164,000, or 3.8%, higher than in the comparable 1959 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

*PURCHASES**	*June 1960*	*Six Months 1960*	*Six Months 1959*
	(000)	*(000)*	*(000)*
Rail	$ 5,295	$ 39,803	$ 51,388
Crossties	5,548	32,478	21,754
Other Material	98,690	550,945	490,864
Fuel	27,424	177,278	207,334
Total	$136,957	$800,504	$771,340

*Subject to revision.

†All total inventory figures taken from ICC statement M-125 for month indicated.

INVENTORIES†*	*June 1, 1960*	*June 1, 1959*
	(000)	*(000)*
Rail	$ 62,845	$ 66,014
Crossties	77,209	79,358
Other Material	412,011	413,813
Scrap	24,619	25,252
Fuel	19,869	20,807
Total	$596,553	$605,244

Shoemaker Sees Opportunities

► **The Story at a Glance: The three-day program of the Coordinated Mechanical Associations and the Allied Railway Supply Association accentuated the positive in Chicago last week. DL&W President P. M. Shoemaker, speaking at the annual luncheon, urged intensified effort by railroads and suppliers to solve their own problems and expand their transportation market. And CDOA heard President Lasher of North American Car Corp., forecasting tomorrow's transportation in which containers would star, predict new business for railroads through containers.**

Dynamic and unified industry action aimed at taking advantage of opportunities in today's transportation markets should replace the apathy and the waste of time and effort now expended on deploring the railroads' economic plight. That's what P. M. Shoemaker, president of the Lackawanna, told a Chicago meeting of mechanical officers and railway supply representatives last week. He added that, while the railroad industry has problems, so have ali other businesses and that railroad leadership must react positively to the challenges of progress.

Admitting that the efficiency of railroad services could be improved by changes in legislative and regulatory policies, Mr. Shoemaker said that such political changes take much time. "Opportunities for the immediate future of [the railroads and the railroad supply industries] are those which we have the capability, the ingenuity, and the determination to meet ourselves."

The Lackawanna president spoke at the annual luncheon of the Coordinated Mechanical Associations and the Allied Railway Supply Association. This was part of the three-day program involving the Air Brake Association, the Car Department Officers' Association, the Locomotive Maintenance Officers' Association, and the Railway Fuel and Operating Officers Association. Registration for all these meetings totalled 1,927 by the middle of the week.

Mr. Shoemaker and other speakers urged intensified efforts by railroads and their suppliers at solutions to their own problems and at expansion of their transportation markets.

While he does not believe railroad morale is poor, Mr. Shoemaker said, if this be the case, it results from the failure of industry and union leaders to lead. Apathy on railroads is evidenced by indifference to serving the public, by looking for the federal government to take the place of managerial "backbone," and by "hanging on and avoiding decisions pending retirement." Apathy compromises with reasonable labor productivity, he said, and takes the "soft" look at rules observance. It is evidenced by an inability to compromise industry differences to yield objective results. "It is the failure to recognize the practicability of new tools, new equipment, and new methods," Mr. Shoemaker added; "it is acceptance of the status quo—a declining stature in the nation's transportation network. It is embracing a negative belief in ourselves. It is looking through the cracks in the fence at socialism and being too lazy to work."

While railroaders, economists and government people talk about the "essentiality" of railroads, Mr. Shoemaker said, this essentiality "under private operation is in precarious balance. There is no essentiality to a product or service which is so inferior in quality, or so costly in price, or so inflexible in its limitations of availability that the public fails to buy it.

"Our major problem is lack of revenue tonnage offered to us for movement . . . Postwar years have been unprecedented in their speed of technological change. Changing distribution and inventory practices are part of our way of life. In such a climate, hard selling becomes an adventure in competence, providing it is based upon a saleable product.

Objectives of a dynamic railroad industry, as summarized by Mr. Shoemaker, should include:

- Supplying safe, efficient, economical, dependable and competitive transportation at minimum cost.
- Accepting a fair share of responsibility for our nation's defense.
- Practicing qualities of outstanding corporate citizenship.
- Producing profits which serve stockholders and provide money for improvements.

During his talk, Mr. Shoemaker had pointed out that changes in distribution and consumption patterns are not decreasing the demand for transportation. Ton-miles per capita produced by all intercity transportation agencies went up from 6,139 in 1949 to 7,214 in 1959. Mr. G. McInnes, executive vice president of the Erie, told Car Department officers he foresees that traffic moved by rail in 1980 should be up 300 billion ton-miles over the 580 billion ton miles moved in 1959, even if railroads are to handle only 40% of the total in that year. "The 40% of the traffic load is only a minimum," Mr. McInnes said. "We are all familiar with how piggyback and other rate and service innovations are bringing back traffic from our competitors.

"We can confidently expect that there will be more progressive developments in the next twenty years to raise that 40% to 50% or even 60%.

Containerization should be the "star" of tomorrow's transportation, occupying the place which TOFC has today, E. C. R. Lasher, president of North American Car Corp., told the CDOA. Mr. Lasher outlined the course which he sees containerization taking, and indicated its probable effects on railroads. There should be a growing tendency to utilize smaller containers, such as the 8 ft by 8 ft by 10 ft size, he said, instead of the larger trailer-size containers which might as well be equipped with wheels. These smaller containers can be more readily loaded to capacity by individual shippers and can be handled with their existing material-handling facilities. Such containers will be metal and will be hermetically sealed with means for preventing internal condensation. They will be reusable.

For railroads, smaller containers

(*Continued on page 71*)

An Emblem Is Born

The pretty railroad miss is displaying the new emblem that is ready to characterize the merged Erie-Lackawanna Railroad. It was suggested by Truman G. Knight, an Erie locomotive fireman on the Kent division. His was among 2,400 entries from employees of both roads. Winning slogan, result of suggestions entered by three Erie employees, is "The Friendly Service Route."

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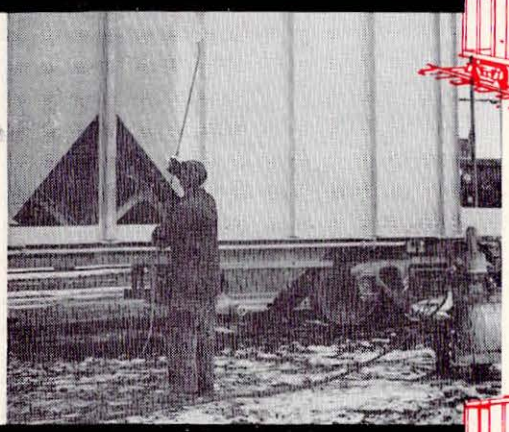

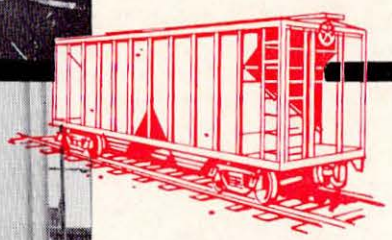

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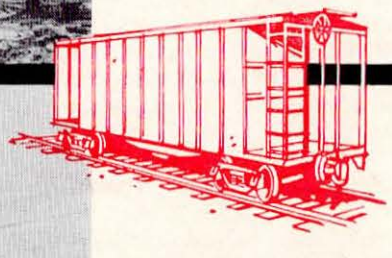

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BRT Hits AAR in Long Island Suit

The Brotherhood of Railroad Trainmen's damage suit against the Long Island, the AAR, Imperial Insurance Co., Ltd., and 31 individual railroad companies, "probably won't come up for hearing for several weeks."

This information was obtained from a spokesman at the U. S. District Court (Southern District) in N. Y., where the BRT case was filed on September 8 (RA, Sept. 12, p. 65). The BRT action seeks damages totaling $10,122,560 which, the union contends, resulted from the recent 26-day Long Island strike.

General basis for the BRT complaint is that the defendants "conspired" to finance the LIRR work stoppage, and that such action was calculated "to promote and encourage lengthy work stoppages and lockouts in violation of the National Transportation Policy and in violation of the Railway Labor Act."

The railroads' so-called strike insurance plan, the BRT alleges, amounts to a pooling of assets and earnings without ICC approval.

While the court case is keyed to the LIRR strike, it is generally understood to be a frontal attack on the whole strike insurance plan. BRT President W. P. Kennedy issued a statement in Cleveland charging the railroads with having adopted "lockout insurance . . . a sword with which the railroads threaten their employees."

"Unless exposed completely for the false front it is, it will destroy or make meaningless the right to strike as we have known it in this country," Mr. Kennedy said.

The BRT complaint itself broadened its contention of "conspiracy" beyond the LIRR to include the current work-rules case. It charged the AAR with using "illegally pooled earnings of the defendants" to embark on an "expensive and elaborate public relations program critical of the prevailing rules agreements between railway labor and the railroads . . ."

Meanwhile, there were indications that not all the participating railroads were happy with the service-interruption insurance program. Under the plan, railroads participating established an initial insurance trust fund by contributing a sum equal to their fixed expenses for one day. When a strike makes it necessary for the fund to make payments, roads not struck are required to contribute additional payments, up to a maximum equal to the road's fixed expenses for 20 days.

The struck roads get payments equal to their daily fixed expenses up to a maximum of 365 days. (The Pennsylvania is reported to have drawn $600,000 a day from the insurance, and the LIRR is said to have received $50,000 a day.)

The New Haven, which has had well publicized financial troubles this year (RA, Sept. 5, p. 10), paid $14,600 a day into the strike insurance fund for the duration of the 11-day strike, for a total of $160,600.

Last week, President George Alpert called in the general chairmen of 23 New Haven unions to suggest that union members (and other NH employees from the president down) voluntarily accept a 10% deferral of wages for six months. The PRR strike payments had worsened the road's financial situation, Mr. Alpert is reported to have said, to the point where something had to be done.

The general chairmen's reported answer: "No."

ICC Rate Policies Rapped

Procedures and standards followed by the ICC in competitive rate cases are criticized in a report by the Merchant Marine and Fisheries Subcommittee of the Senate Committee on Interstate and Foreign Commerce.

The report reflects the position of the subcommittee's majority of four Democratic senators. Its three Republican members filed a separate expression which charged that the majority "erred in repeating, and to a degree adopting, the complaints against the Interstate Commerce Commission that have been voiced by witnesses who are admittedly disappointed parties in proceedings before that agency."

The report is based on the record of hearings the subcommittee held in June (RA, June 6, p. 9; June 13, p. 70; and June 27, p. 10) on the "decline of the coastwise and intercoastal shipping industry." The hearings afforded water carriers and truckers opportunity to complain about railroad rate practices and Commission decisions in competitive rate cases since enactment of the 1958 Transportation Act's rate-freedom provisions. While no legislation to restrict carrier rate freedom came out of the last Congress, American Waterways Operators has said that the hearings "hopefully laid the ground-work for future legislative action."

The subcommittee's majority consisted of Chairman Magnuson of Washington, who is also chairman of the parent committee, and Senators Pastore of Rhode Island, Bartlett of Alaska, and Engle of California. Those signing the minority report were Senators Butler of Maryland, Morton of Kentucky and Scott of Pennsylvania. They charged that the subcommittee never met to discuss a report and that they had no opportunity to shape either the assumptions or conclusions contained in the report.

There are six conclusions. They suggest:

- A formal ICC proceeding for the purpose of setting standards for tariff-suspension procedures.
- Accelerated procedure for the establishment of joint rail-water rates and routes.
- Correction of "flaws and inconsistencies" in ICC cost-finding techniques and cost data.
- Review of Commission policies with respect to the application of the Interstate Commerce Act's rule of rate-making.
- "Reasoned discussion" of Commission policy with respect to the 1958 Act's rate-freedom provisions in all decisions of cases which raise issues as to the meaning of the rule of rate-making.
- Devotion of more of the Commission's time and "resources" to the problems of water transportation.

The report also notes the Commission's concern about the growth of unregulated transportation. Its suggestion there is that the Commission keep the matter under study and request legislation "where deemed necessary."

The minority's general appraisal of these majority conclusions is that they seek by exhortation to induce the Interstate Commerce Commission to make changes in its rate suspension and other policies that it can appropriately make only if Congress amends the interstate commerce act.

Current Publications

NEW BOOKS

THE QUALITY AND ECONOMIC SIGNIFICANCE OF ANTICIPATION DATA (A Conference of the Universities-National Bureau Committee for Economic Research). A report of the National Bureau of Economic Research, 466 pages, tables, charts. Princeton University Press, Princeton, N.J. $9.

SETTLEMENT ENDS PRR STRIKE (*Continued from page 9*)

contractor if the cost of performing the work in the railroad's own shop would amount to more than $29,500 above the contractor's bid.

"There is no prohibition of the railroad buying new equipment from outsiders."

The PRR statement added that one feature of the general demand on contracts involved company power plants and a "very small group of employees." These employees, PRR noted, have restricted seniority which does not entitle them to take jobs elsewhere on the railroad. The agreement provides that, under certain conditions, employees in this group with more than five years service, who are under 65 years of age, would be given severance pay of one week for each year's service with the railroad. TWU, in its news release, had claimed this as its first severance pay in the railroad industry. PRR said, "The fact is that there are numerous agreements providing for severance pay in the railroad industry."

The second issue settled by the strike agreement concerned coupling of air hoses. TWU had demanded that the railroad agree that it would no longer use trainmen to couple air and steam hoses, but instead use car inspectors.

"The agreement recognized the right of the railroad to continue to use both trainmen and car inspectors to perform such work," PRR said. "However, the railroad agreed that where car inspectors' work in a particular location was reduced to the point where only one car inspector was left, the railroad would not transfer the work of coupling air and steam hoses to trainmen for the purpose of eliminating that last job. This, however, does not prevent the elimination of the last car-inspector job if the volume of car-inspection work other than hose coupling decreases to less than four hours on a trick."

On the third issue—mechanics performing helper's work—TWU had proposed that PRR establish a strict line of demarcation between mechanics' and helpers' work. In effect, this would have required each mechanic to have a helper, even if the helper's work would have amounted to only a few minutes a day, PRR said.

The agreement provides specifically that mechanics may do any work of their craft, including helpers' work, but that where certain helpers' work in a shop and on a particular trick amounts to eight hours, a helper's position will be established, provided the job can be established without delaying the performance of any mechanics' work in the shop.

On the fourth issue, the Sheet Metal Workers demanded that the railroad agree to take away from members of the Brotherhood of Maintenance of Way Employees certain pipe work that they have traditionally performed and turn this over to members of the Sheet Metal Workers craft.

"The agreement provides that if the two unions claiming the right to the work are not able to agree on a division of the work," the PRR statement said, "the Sheet Metal Workers will use the machinery set up by the unions to resolve such a question. The railroad will apply whatever decision is reached, with the understanding that it will not be required to use or pay two men where only one is now used. However, if the question came up and was resolved through such procedures, the railroad is not required to make any changes in the present manner of performing the work."

From a practical standpoint, the railroad statement concluded, "none of these provisions disposing of the four issues remaining unsettled at the time of the strike presents any problem. They will not interfere with the efficiency of the railroad's operations nor will they add appreciably to the cost of the concessions made prior to the settlement. It was estimated that the cost of the settlement made by the railroad up to the time of the strike was under one million dollars annually, and the final settlement definitely is still under that figure."

OPPORTUNITIES SEEN

(*Continued from page 68*)

should establish a trend away from the present long piggyback cars, according to Mr. Lasher. He sees, instead, a shorter car costing $5,000 to $8,000 with a 10-year life, which can handle a single 40-ft trailer or can move a series of the small containers. On these cars, containers will have the same degree of impact protection which is imparted by present trailer hitches. Even the 85-ft cars will need to be fitted for moving either trailers or containers, and possible obsolescence of these big cars must be considered, Mr. Lasher warned.

During a discussion of piggybacking problems by the CDOA, it was reported that the 1961 Interchange Rules for the first time may include regulations governing piggyback cars and trailers. Loading rules for both open-top and closed trailers which are to be moved piggyback are under preparation by the AAR. W. M. Keller, AAR vice president—research, reported that lubricator-equipped freight cars outperformed waste-packed freight cars by a six-to-one ratio, according to the May 1960 hot box figures.

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A piggyback trailer interchange pool may be put in operation later this month by Rail Trailer. The pool (TIP) will have a dual per-diem standard, with full payment only when trailers are in use. Also, a road with idle trailers may put them in the pool for use by other TIP members. The initial fleet will be expanded to 2,000 trailers, Rail Trailers says, with another 2,000 added each year for the next five years. Among pool features: Rail Trailer will absorb trailer damage costs over $100.

Grand Trunk Western was back in service last week after week-end settlement of its nine-day strike by the Brotherhood of Railroad Trainmen. The strike, called because of a deadlock on five of 28 work-rule demands, was settled after a compromise was reached on the five deadlocked issues, the railroad said.

Incentive rates on livestock will go into effect on the Burlington Sept. 20. The reduced rates, being tried experimentally for one year, allow a 12% reduction on livestock shipments between all points on the railroad when cars are loaded to a minimum of 25,000 pounds.

New reduced rates on iron ore moving from the Gogebic Range in upper Michigan to Granite City, Ill., have been filed with the ICC. The proposed reduction in the present rate of $4.55 per gross ton to $4.00 per gross ton applies on all-rail movements in lots of 20 cars or more and is scheduled to take effect Oct. 15.

"Road-railers," a combination rail or highway vehicle similar to C&O's Rail-Van, though conceived independently, have gone into service on British Railways. The vehicles are made by Britain's Pressed Steel Co.

"Air Bus" service, which is Eastern Air Lines' term for a new form of air coach at bus-competitive rates, is slated for a test starting Oct. 30. On that date EAL will sell "air-bus" tickets between Pittsburgh and Miami for $40 (plus tax). The service will use 95-seat piston-powered planes, have simplified reservation and baggage procedures, and provide no refunds for "no-shows." CAB approval will be needed for the new rates.

Shock absorber to cushion railroad car impacts has been developed by Bendix Corporation's Products Division. A hydraulic cylinder type, it operates on same principle as company's shock absorbing airplane landing gear. Southern, after testing it, has ordered 100 for application to new cars.

Port of New York Authority, which in the person of its three top officers is currently under contempt-of-Congress citation for refusing to divulge certain records relating to its bi-state operations to a Congressional subcommittee, will be investigated by the New Jersey Senate. The inquiry will seek to determine "whether or not the Port Authority is fulfilling its statutory duties and obligations." PA Chairman S. Sloan Colt says the bi-state agency will make available to the N.J. group the records it refused to produce for the Congressional group.

Rail exemption from income tax has been suggested to Canada's Royal Commission on Transportation as part of a plan to reduce the level of freight rates. The suggestion came from Grain Growers Ltd., a western grain elevator co-operative. The proposal was made as the commission resumed public hearings on transportation problems after a two-month recess.

A joint public relations program has been launched by the five operating brotherhoods, coincident with the opening of work rules talks. Three of the five organizations—the BLE, BLF&E and BRT—have staff public relations officers. A fourth, the ORC&B, retains a member of the newspaper "Labor" staff to handle PR and publications work.

Air freight revenues will amount to 50% of American Airline's total revenue within the next ten years, the air line's director of distribution sales engineering, Ross Angier, predicted before New York's Transportation Research Forum. The prediction was based on the assumption that CAB would permit lower minimum air-freight rates. Mr. Angier described his line's successful methods of selling the total distribution concept rather than individual point-to-point shipments.

Russell L. Dearmont, Missouri Pacific president, suffered what was described as a "slight heart attack" while on vacation and has been admitted to Missouri Pacific Employees Hospital. Directors were told Sept. 9 that Mr. Dearmont's condition "has materially improved . . . and he is expected to be up shortly and home in a week or so."

Jersey Central contract with the state of New Jersey last week became the first to be signed under the state's program of contract payments to keep essential suburban service running (RA, April 11, p. 36). JCL will get $1,300,000 in return for an agreement to continue existing passenger service at present rates until Aug. 29, 1961.

Three Vietnamese railway officers—the chief of operations and traffic, chief mechanical officer, and chief inspector of work shops—have spent two weeks on the Maine Central studying diesel operations. What they learned in Maine will soon be applied in the conversion of the Vietnam Railway System from steam to diesel power.

A special container ship, suitable for carrying freight containers, highway trailers, automobiles and passengers between Newfoundland and the Canadian mainland would remove much of the "disparity between Newfoundland's transportation situation and that which prevails on the Canadian mainland." That at least is the opinion of the Maritime Transportation Commission, which asked for such a ship in a formal presentation before Canada's Royal Commission on Transportation.

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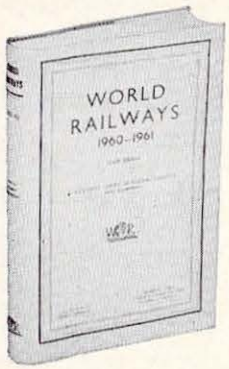

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Key to Future—Plant Renewal

There is nothing that builds up trouble for an industry more surely than failure (whatever the cause) to keep its plant and service technologically attractive and up-to-date. There is plenty of railroad experience to corroborate this observation. Until relatively recently, private ownership of principal railways still persisted in Britain and North America—but North America is now alone in the possession of that distinction.

The proximate cause of railway nationalization in Britain was, of course, the program of the Labor party, which enjoyed a term of political power following World War II. It is a highly significant fact, however, that—when the Conservatives succeeded Labor in control of the government—they stopped the nationalization program (of steel, for instance), but made no effort to return the railways to private operation.

Quite evidently, the obsolescent plant and equipment of the British railways was the main reason why no enthusiasm could be aroused for denationalizing them. One of Britain's ablest transportation economists, Professor Gilbert Walker, in a recent article, observed that "between the wars there had been little encouragement to invest in railways in the United Kingdom. . . . From September, 1939, the railways bore the main burden of transport in war. No investment was undertaken. . . . Expenditure after the war was restricted by government. . . . Railways were left deliberately lagging far behind."

The railways—in government hands—are now being advanced large sums of money for extensive physical rehabilitation, but the program still has a long way to go. Several decades of underinvestment cannot be made up in a year or two. Meantime, the restoration of private ownership no longer appears even a remote possibility.

The conclusion seems quite obvious: When an industry in private ownership—for whatever reason—is unable to keep up a normal rate of plant renewal and modernization, it exposes itself to (1) excessive inroads by competition and (2) a loss of friendly public opinion, so badly needed to forestall political mistreatment.

The railroads of the U.S., on the average, are not in even the initial stages of plant deterioration. In fact, most railroads have kept fully apace with all reasonable opportunities for technological innovation—and the rate at which steam was replaced with diesel power on this continent is unprecendented in the annals of the transportation industry. But those accomplishments are history. They do not automatically carry forward into the future—and the time to escape a cycle of declining plant renewal is before it gets started.

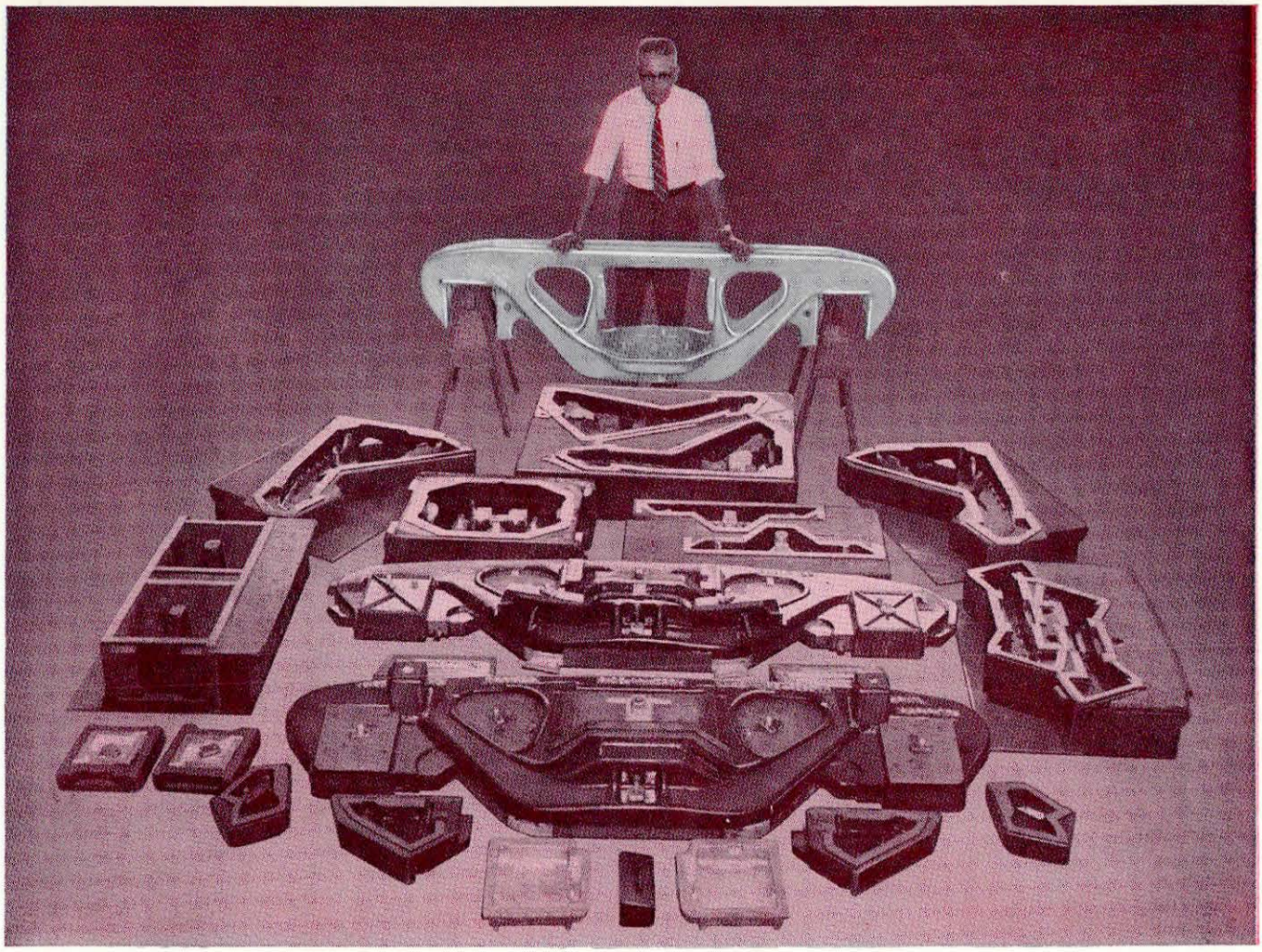
There are at least a few railroads now—in a time of relative prosperity—that are certainly not able to hold their own in plant renewal, or indeed in current maintenance. And the problem for the railroads is aggravated by the competitive pressure of the unbridled extravagance of the federal government in proliferating new plant installations for highway, air and water transportation. As AAR President Loomis pointed out in his September 9 address at Portland, Ore., such expenditures by the federal government alone have totaled $16 billion in the past decade.

As Mr. Loomis said further: "Railroads could yet enter upon their greatest period of expansion and service." That is true, and that is what ought to happen—but it is probably not going to happen unless intensive and unrelenting effort is exerted toward that goal. At the very least, the privately operated railroads on this continent must have the freedom to compete for traffic that government owned railroads enjoy elsewhere; and they must be freed of discriminatory taxes and the obligation to provide service that does not pay its way.

There is nothing that so much interests the public about the railroads as the quality and economy of the service the railroads provide—and in plant and equipment installations made to improve service. When railroads can afford to make physical improvements, these merit the widest possible publicity. When railroads cannot make them, in satisfactory degree, then the public has a right to know why.

All industry is complaining about the tax rulings on depreciation charges which make the financing of plant renewal difficult—but no industry has as strong a case as the railroads have in this area, because no other industry suffers the low net earnings ratio of the railroads.

The time to avoid the inevitable disaster that follows plant obsolescence and inadequacy is before it begins. Since the railroads are a unified continental transportation system, service deficiencies in a few spots inevitably detract from the efficiency of the system as a whole.



Elmer Clements, superintendent of Symington's pattern shop, looks over a finished pedestal type side frame casting, together with the pattern and core boxes required for its production.

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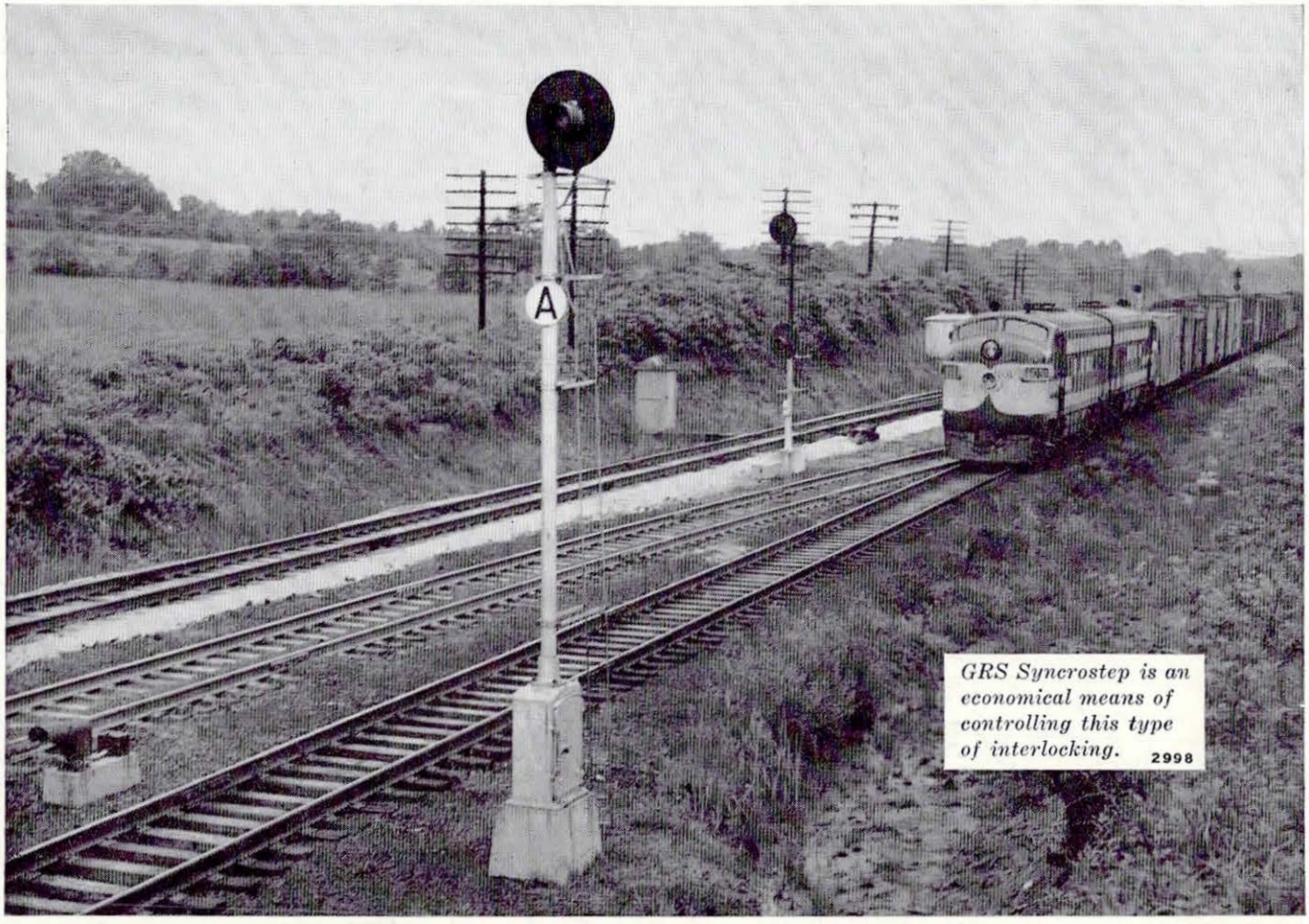

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